JANUARY 26, 1963. VOL. CCLII. NO. 3269

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PRICE 2/6

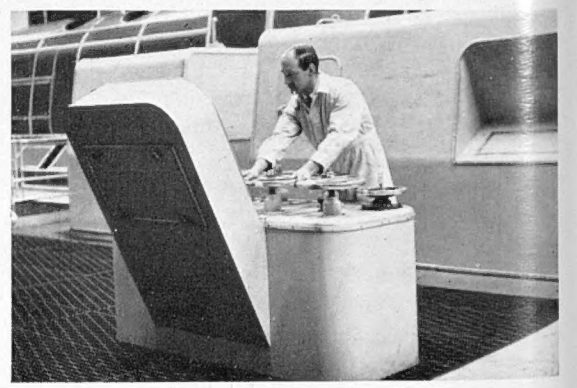
LIFE AS WE KNOW IT DEPENDS ON MEN LIKE THIS

Stephen Horsley carries a 200,000 kilowatt load

Stephen Horsley, 32, married with a 7-year-old daughter, is a native of Amesbury, near Salisbury. His job has brought him to the flat lowlands bordering the River Trent, where Britain's largest power station, at High Marnham, near Newark, was commissioned this year. As one of several Unit Operators on shift duty at High Marnham, Stephen Horsley is the man at the controls of a complete boiler/turbo-generator unit. Through dials and switches he watches and controls machinery worth £10,000,000 which produces 200,000 kilowatts of electricity from 100 tons of coal an hour.

He has automation to help him—closed-circuit television, too—but there's much more to this job than that of a leisurely spectator, watching a gallery of dials and lights. Stephen Horsley has to interpret what those meters and signals mean. When something is not as it should be he has to recognise the signs straight away, take corrective action, and take it quickly. A lot of rain can mean wet coal threatening to clog up the works; some mechanical quirk can result in a bearing running hot; there's a chance that a mainshaft will get the "twist" bug, and vibrate threateningly. That kind of thing doesn't happen often but when it does Stephen Horsley has only seconds in which to act. And it isn't just a question of operating one big switch; a precise pattern and sequence must be followed.

That's real responsibility. Stephen Horsley began his training for it by turning hand control valves on the machines, before



remote-control panel switches took over. But he was not content with being just a practical man. In his own time he took correspondence courses on power generation. And did so to such good effect that he was awarded the City and Guild's Bronze Medal of Achievement.

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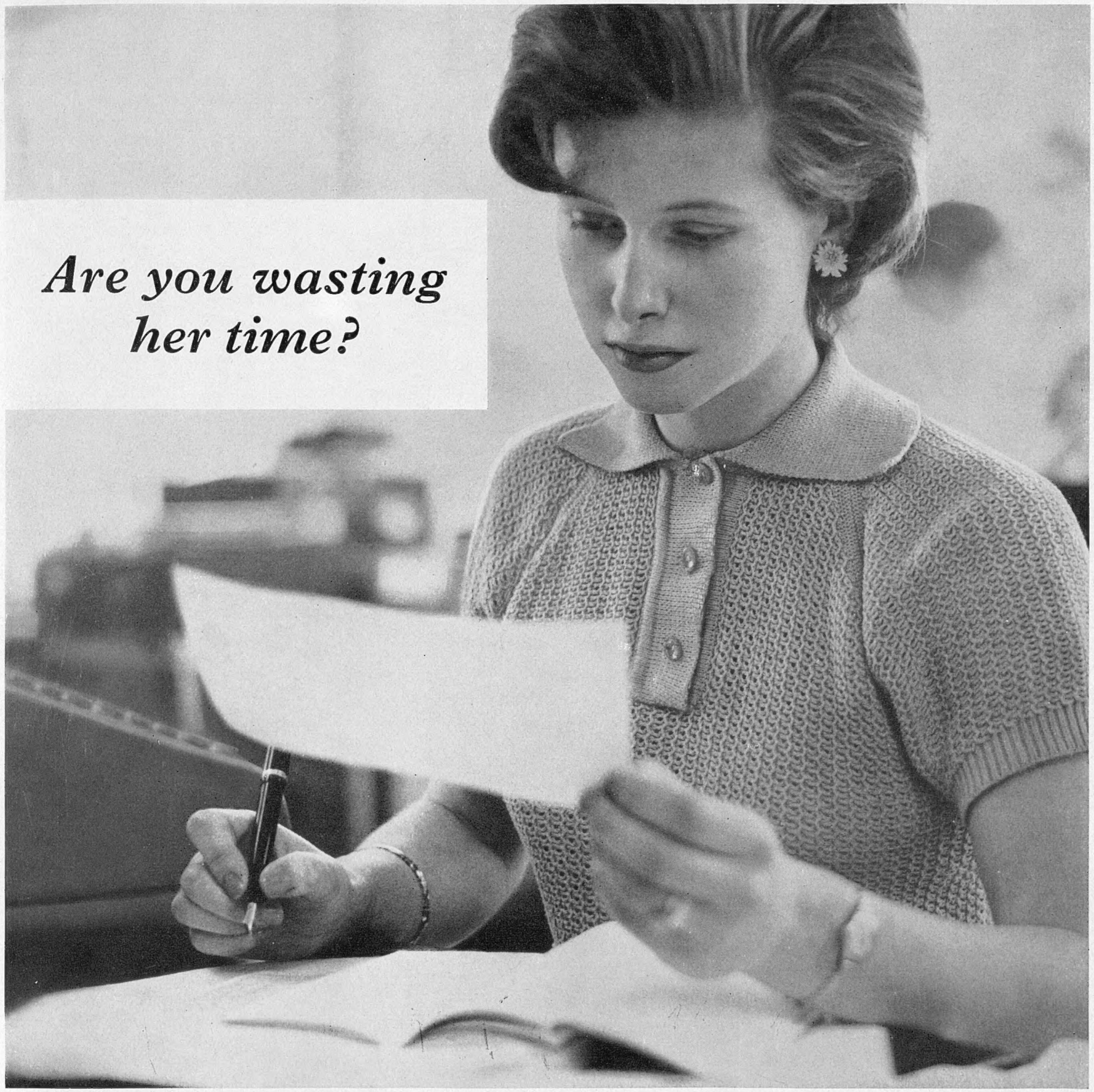

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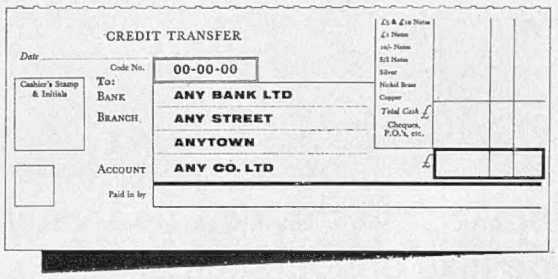

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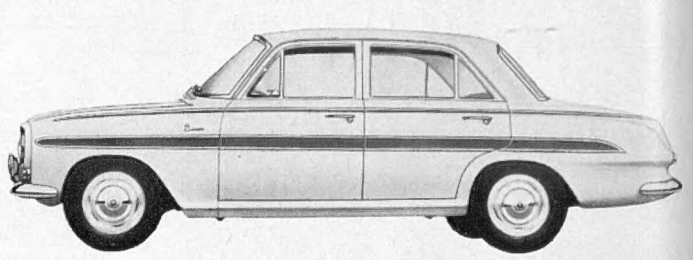

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Volume CCLII No. 3269 LONDON, January 26, 1963

THE SPHERE

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THE DEATH OF MR. GAITSKELL

The photograph was taken while Mr. Hugh Gaitskell was making his famous " fight and fight and fight again " speech in defiance of the unilateral disarmers at the Labour Party's conference at Scarborough in 1960. His tragic death at the age of 56 last week in London has removed one of the most formidable and respected figures from the national and international scene. He had for some time been recognised by many outside the Labour Party he led as having qualities which could make him a great Prime Minister. Tributes were paid to him from all over the country and the Commonwealth, and from outside, by President Kennedy and Mr. Khrushchev among others. Parliament was to pay him an unprecedented tribute on reassembly this week when the Government was to move the adjournment after questions. This is normally reserved for the death of a Prime Minister or ex-Prime Minister. The funeral, to be held on Wednesday of this week, was to be private, but there will be a memorial service in Westminster Abbey on January 31 (see also page 123)

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VISCOUNT HAILSHAM ON A FLYING VISIT TO THE NORTH-EAST

Lord Hailsham, Lord President of the Council, pays his first visit to the North-East, after being appointed as Minister with special responsibility to the Cabinet for the area. He is walking along a quayside in Newcastle with Mr. George Chetwynd, director of the North-East Development Council (right). On a one-day fact-finding mission last week, Lord Hailsham met representatives of local authorities, both sides of industry, regional Government department heads and members of the North-East Development Council among others. He said that his appointment was a new experiment which, if successful, might be a precedent for similar experiments elsewhere. Last week, Mr. Douglas Jay, Labour M.P., speaking in Glasgow, said that Scotland was the worst example of an underemployed area in Britain. Scotland, he went on, was likely to be a bigger problem than the North-East in the long run. Gloomy news of the unemployment rise in Britain was given by Mr. Macleod, Chairman of the Conservative Party, at a meeting in Coventry. He said it would inevitably rise " considerably higher " than the existing post-war peak (620,000 in February 1959)

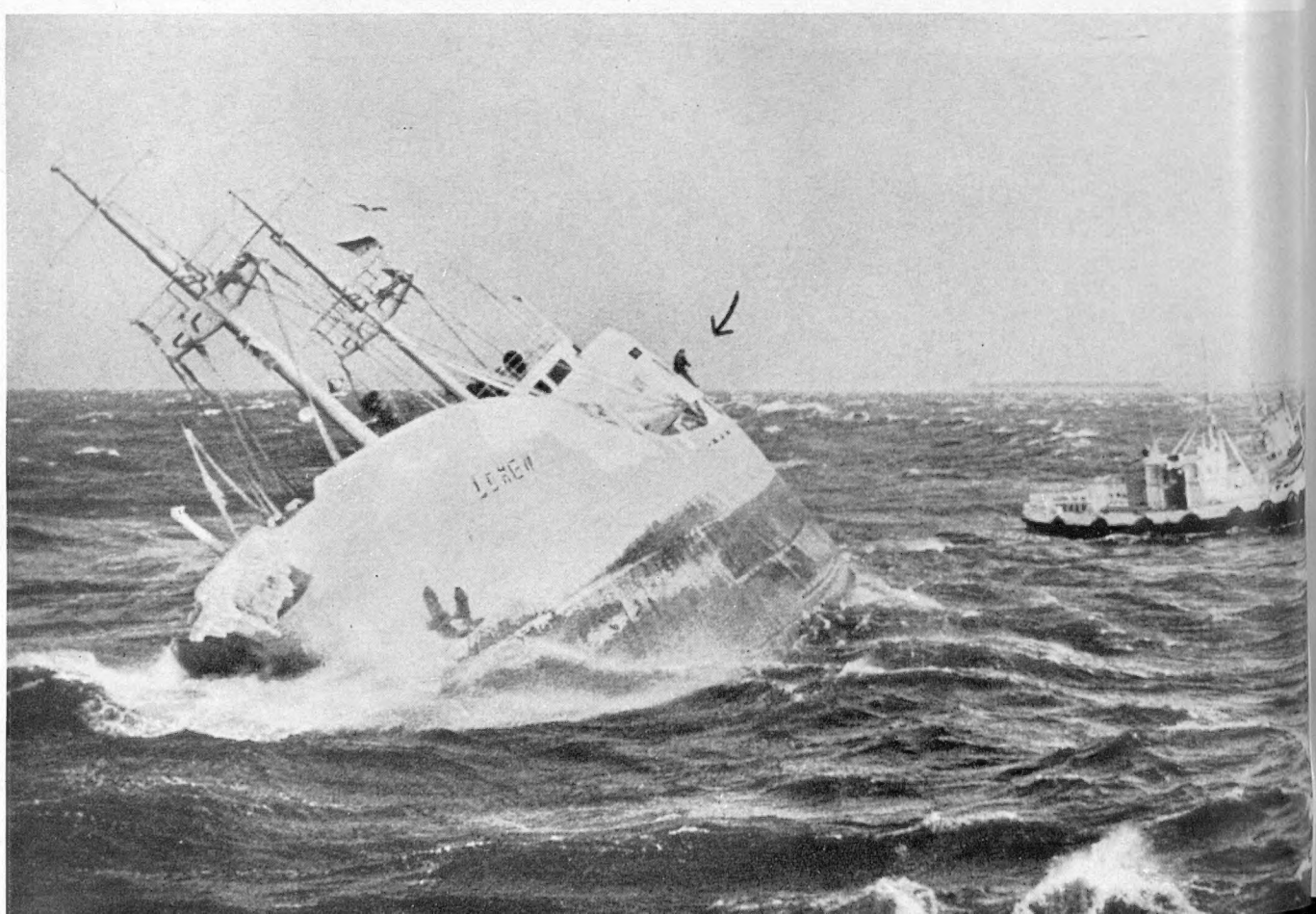
OATH-TAKING IN BONN

West Germany's new Defence Minister, Herr von Hassel, is sworn-in by the President of the Bundestag, Dr. Gerstenmaier, in the West German capital. Dr. Hassel succeeds Dr. Strauss

A PRESENTATION IN WEST BERLIN

Far right: Herr Willi Brandt, the Mayor of West Berlin, presents a miniature " Freedom Bell " to Sir Christopher Steel, the British Ambassador to West Germany, who is retiring from the Foreign Service. With Lady Steel, Sir Christopher paid a farewell visit to Berlin last week. At a luncheon in his honour he was thanked by Herr Brandt for his work in connection with the city. In reply Sir Christopher spoke of his diplomatic association with Berlin since before the war

TRAGEDY OFF THE GERMAN BALTIC COAST



Captain Gerhard Stuff, skipper of the 955-ton freighter *Lohengrin*, clings to the rails as he directs the rescue of members of his crew by two lifeboats. Aged 63, he continued to direct operations in heavy seas until he was swept away by a wave and died in the icy water. The *Lohengrin*, on a voyage from Sweden last week, started to list in heavy seas and then capsized on a sandbank on the German Baltic coast

DELEGATES FROM THE SIX NEUTRAL COLOMBO POWERS PUT THEIR PROPOSALS TO MR. NEHRU IN NEW DELHI

From left at the table are Mr. Nehru; Mrs. Bandaranaike, Prime Minister of Ceylon; Mr. Felix Bandaranaike and Mr. Ali Sabry, head of the U.A.R. delegation. Extreme right is Mr. Ofori-Atta, of Ghana. The occasion was the submission to India of the proposals made by the six-nation conference of neutrals at Colombo for the settlement of the India-China border dispute. Pekin's response had already been reported as " positive "; Mr. Nehru said he would put the proposals before the Indian parliament

THE NEWS IN PICTURES

Archbishop Makarios, the President of Cyprus, talks with Mr. R. A. L. Cohen, chairman of the NAAFI board of management, in the NAAFI families' shop in Nicosia. Between them is Air Chief Marshal Sir Denis Barnett, the Administrator of the British bases in Cyprus. The Archbishop was paying his first visit to the families' shop. The occasion was " Cyprus Week " which was being held by NAAFI shops throughout the Near East and Middle East Commands. The purpose of the week, which was backed by the Cypriot Ministry of Commerce and Industry, was to boost Cypriot goods such as foods, wines and handicrafts

" CYPRUS WEEK " IN THE NAAFI

Far right: Well protected against the weather, President Tito checks the bag during a shooting trip in Karadjordjevo, in Northern Yugoslavia. He holds the shoot annually here for the chiefs of diplomatic missions to Yugoslavia and their wives

U.S. POLARIS TEAM IN LONDON

Below right: Leaders of a team of 12 U.S. Navy experts, in Britain for talks about the British Polaris programme, are welcomed at London Airport by Vice-Admiral M. Le Fanu (right), Third Sea Lord and Controller of the Navy. From left are Mr. Paul Nitze, U.S. Assistant Secretary of Defence; Mr. Walt Rostow, Chairman of the U.S. State Department's Policy Planning Staff; and Rear-Admiral I. Galantin, head of Special Projects in the U.S. Navy. Talks were held last week between the American team and British representatives, including Sir Solly Zuckerman, Chief Scientific Adviser at the Ministry of Defence, and Vice-Admiral Sir Varyl Begg, Vice-Chief of the Naval Staff. There were unofficial reports from Washington last week that U.S. Polaris-carrying submarines, based in the Mediterranean, might replace American Jupiter missiles in Northern Italy. These reports came from the talks between President Kennedy and Signor Fanfani, the Italian Premier, in which it was agreed Italy should support U.S. plans for a Nato multilateral nuclear force

TITO IN THE SNOW

NEWS SUMMARY

Hopes for a nuclear test ban and fears of a Chinese bomb ; moves to save the EEC ; the consequences of Mr. Gaitskell's death ; record U.S. budget spending

INTERNATIONAL

An exchange of messages between President Kennedy and Mr. Khrushchev has led to Russian acceptance of on-site inspections to enforce a nuclear test ban, it was learned in **Washington** last Sunday. However, there still appeared to be considerable differences of opinion regarding the number of inspections to be allowed each year. The Russian proposal of two or three inspections annually could not be regarded as adequate by America and Britain. In the Russian view the inspections would merely supplement detection by " black boxes " (automatic seismic recording machines).

The new move by the Russians is a return to their position of 1959, when they indicated they would accept on-site inspections. In 1961 they abandoned this position.

Russian might in nuclear weapons was one of the themes of Mr. Khrushchev's speech to the East German Communist Party congress in **East Berlin.** He spoke of a 100-ton megaton bomb being " experimented with " by Soviet scientists. He had been advised it should not be exploded on an enemy in Europe because " it would also hit us and you." The Soviet Prime Minister also made a series of criticisms of Albanian Communism which were plainly intended for China. On the next day the Chinese chief delegate counter-attacked with remarks about Yugoslav revisionism which were really aimed at Russia. He was loudly booed by his audience. Before the end of its proceedings the Congress passed a new Statute. Unlike its predecessors it does not refer to the fight for German reunification. Instead it envisages two " equal and sovereign " German states in a confederation.

There were reports from **Washington** last weekend that the U.S. Administration was energetically pursuing its policy of rationalising its nuclear deterrent by withdrawing the strategic missiles based in Europe, which are becoming obsolescent, and replacing them with Polaris submarines in the Mediterranean. Such a policy affects the 30 Jupiter missiles in Italy and the 15 Jupiters in Turkey. It was believed that agreement on their withdrawal was close. The declared policy of President Kennedy and his Defence Secretary, Mr. McNamara, is to concentrate the U.S.'s strategic nuclear strike capability into Polaris nuclear submarines and long-range missiles, like the Minuteman, stored in underground sites in the U.S. (See also page 121.)

COMMON MARKET

Following President de Gaulle's historic bombshell at the beginning of last week, great efforts were made in **Brussels** to salvage the remnants of 14 months' negotiation on Britain's attempt to join the EEC. General de Gaulle in saying he was opposed to Britain's entry gave as his main reasons that Britain wanted too privileged treatment for home agriculture, for the Commonwealth, and EFTA. It was widely reported that the underlying reason was the French President's fears that, in consequence of the Nassau agreement, Britain had " sold out " to the U.S. and that her entry into the EEC would open the door to U.S. dominance of Europe.

The French delegation in Brussels, led by M. Couve de Murville, the French Foreign Minister, pressed for an immediate end to the negotiations, repeating General de Gaulle's statement that Britain might instead be offered some form of association with the EEC. But the other five member states of the EEC put off any decision until January 28. It was denied in both **Brussels** and **London** that little progress had been made in the negotiations. One result of de Gaulle's bombshell was a consolidation of the view that the negotiations were close to success. Moves in the crisis canvassed in Brussels were (1) even if France walked out, negotiations should be continued so that (2) a completed document could be laid on the table and (3) this would show where the responsibility for the rupture lay. Leading figures at Brussels, particularly the Italian delegation, were reported as saying that the real issue was the future of the member states of the EEC. Fears were expressed about French domination of Europe.

A key statesman was Dr. Adenauer, the West German Chancellor. It was generally thought in **Bonn** that he was less favourable to Britain's application than other members of his Government. Dr. Adenauer visited **Paris** at the beginning of this week for discussions with President de Gaulle. Primary purpose of the visit was given as setting the seal on operational plans to develop Franco-German reconciliation. Dr. Adenauer at least does not agree with the French President's opposition to the U.S. plan for a multilateral NATO nuclear force.

Mr. Khrushchev inspects the Berlin wall during his visit for the East German Communist Congress

UNITED STATES

President Kennedy last week recommended the highest spending administrative Budget in the history of the U.S. for the year beginning July 1. His State of Union message to Congress earlier in the week had foreshadowed his intention to concentrate legislative measures at home on tax reduction and reform. His budgetary proposals showed a record peacetime spending plan on military requirements: defence and space requirements dominate the proposals.

Inevitably, the Budget forecasts a deficit of well over £4,000,000,000. President Kennedy strongly emphasised that such a deficit was not inflationary and was necessary to produce an expansionary economy.

FAR EAST

China may explode a nuclear bomb in the course of the year. This expectation has been expressed in Japanese and American military circles in **Tokyo.** It is believed China has three atomic reactors for peaceful purposes and it is thought enough plutonium has now been produced to make two or three small atom bombs.

Recent taunts from Russia against Chinese Communism are considered to have incited the Chinese Government to protest to Britain about demolitions being carried out in **Kowloon** as part of the Hong Kong authorities, rehousing schemes. Kowloon was leased from China in 1898. The lease permitted the Chinese to exercise a certain amount of jurisdiction, but this clause was terminated the following year.

Mr. Gaitskell, Chancellor in 1951, presents his budget

GREAT BRITAIN

The consequences of Mr. Gaitskell's tragic death overshadowed all other home news. In the deepest dismay the Labour Party Shadow Cabinet set in operation the choosing of his successor as Leader of the Opposition. Their proposals had to be subject to the approval of the Parliamentary Labour Party meeting this week. It was thought probable that Mr. George Brown would continue as acting Leader and that a quick decision would be sought. Unless Mr. George Brown is elected unopposed, the contest will be between him and any other members of the Parliamentary Party nominated.

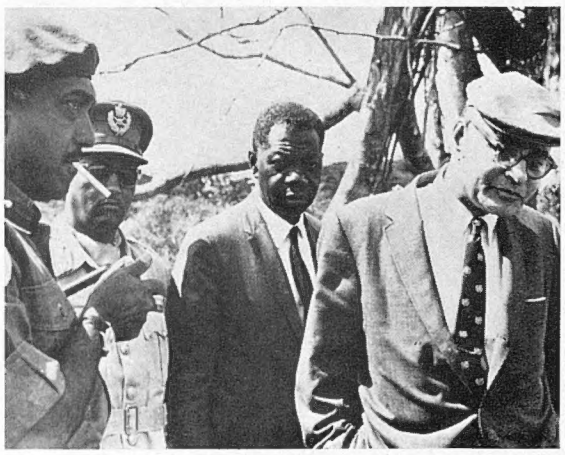
Blizzards again swept England last week-end, nearly everywhere travelling conditions were appalling. There were further power cuts. But the Electrical Trades Union called off its overtime ban last Sunday, although it protested that the wages settlement was unacceptable because it was not freely negotiated. It was revealed that the report on the economy prepared by the National Economic Development Council and due to be discussed this week, gave as a national target a growth rate of four per cent. a year in 17 key industries.

Mr. and Mrs. Gaitskell with their daughters Julia (left) and Cressida in their Hampstead home

Mr. Gaitskell leaving Manor House Hospital in London just before Christmas—one of the last photographs

The Labour Leader with Mr. Morgan Phillips, then General Secretary of the Labour Party, during the election campaign of 1959. Mr. Phillips, a great political organiser, died in London last week, a few days before Mr. Gaitskell

The moment of surrender for President Tshombe, as he announces the end of Katanga's secession in Kolwezi



U.N. men—Brigadier Noronha, Mr. Gardiner and Dr. Bunche. **Right:** Some pensive " mercenaries "

From left are Mr. Kenyatta, Kenya Minister of Economic Planning; Mr. Gichuru, Minister of Finance; Mr. Malcolm MacDonald, Governor, and Sir Eric Griffith-Jones, Deputy Governor. Mr. MacDonald was meeting Kenya ministers

TROUBLED AFRICA

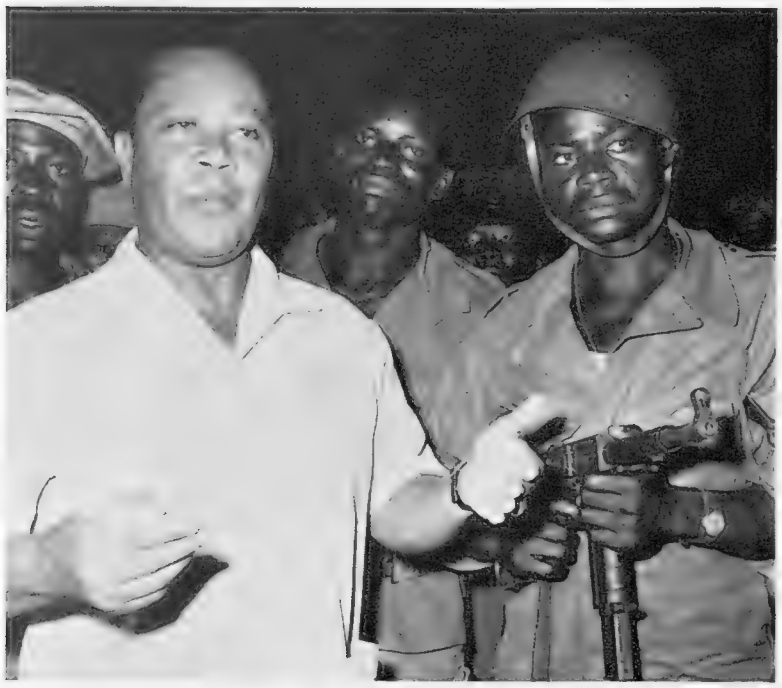
President Tshombe last week declared his willingness to end the secession of his province of Katanga from the Congolese Republic, and to allow United Nations Forces full freedom of movement. His only condition was the declaration of an immediate amnesty by the Central Government. He made the declaration in Kolwezi, the mining town where he had prepared his last-ditch stand, and followed it by returning to the provincial capital, Elisabethville, to discuss with the U.N. the arrangements for the peaceful entry of their troops to Kolwezi. He said that the plans for blowing up vital installations had been " suspended." The Elisabethville talks were also to cover the implementation of the U Thant reintegration plan, which M. Tshombe had originally accepted last September. Last week officials of the Central Government had begun to arrive in Elisabethville. Customs, radio and social services were reported as being completely under Congolese administration. The Central Government's resident in Elisabethville was named as Mr. Ileo, at one time Congolese Prime Minister. It was expected that tension would arise when the Armée Nationale Congolaise attempted to incorporate the Katangese gendarmerie. The U.N., already running joint patrols with the gendarmerie, was bracing itself for the arrival of the A.N.C.

In Togo, after the assassination of President Olympio, the Insurrectionary Committee asked M. Grunitsky, M. Olympio's brother-in-law, to return and head the provisional Government, while new elections were prepared. The cause of the revolt was said to be discontent among N.C.O.s at the lack of opportunity in the small Togolese Army.

In Kenya, Mr. MacDonald was settling in as Governor, meeting African leaders, and preparing for Mr. Sandys's visit next month. In Central Africa, Sir Albert Robinson, High Commissioner in London, arrived in Salisbury for talks with Sir Roy Welensky, the Federal Prime Minister, before Mr. Butler's visit. It was announced in London that Sir Albert would be retiring in July to return to business in Rhodesia.

Sir Albert Robinson, the High Commissioner in London for the Central African Federation

A mixed patrol of Tunisian troops of the U.N. and Katangese gendarmes cross a main street in Elisabethville



M. Grunitsky, asked to head Togo's provisional Government, arrives in Lomé

Madame Olympio (centre) at her husband's funeral at his birthplace—Agoue in Dahomey

Seven of the nine members of the Insurrection Committee set up after the assassination of President Sylvanus Olympio of Togo. Extreme left is Lt. Kofi Kongo, Secretary of the Committee; second from right is Sub-Lt. Emmanuel Bodjolle, who led the *coup*. One of their first acts after the *coup* was to double the Army's strength

JOHN CONNELL

THE DAY OF THE TWO PRESIDENTS

It was by an odd, and not altogether felicitous, coincidence that President Kennedy delivered his third State of the Union message to the House of Representatives and the Senate in joint session in Washington on the day that President de Gaulle held a Press conference in Paris lasting some 82 minutes, in which he expounded his views on the European Economic Community, and rejected the American suggestion of an integrated Atlantic nuclear force. I am not uncharitable enough to suggest that de Gaulle is a deliberate thunder-stealer, and his disdain for the ordinary ruses of public relations is well known. Yet there can be no doubt that every editor in the United Kingdom decided that de Gaulle's speech was big news, whereas Kennedy's was to all intents and purposes routine stuff; and all acted in pretty ruthless accordance with this decision.

This was a pity, because it deprived millions of people—the British public at large—of the chance to contrast and compare those passages, substantial as they were in both speeches, which directly concerned Britain's present and future role in world politics. And it provoked an eruption of indignation against de Gaulle which was as shrill as it was undignified.

In Paris President de Gaulle opposes Britain's entry into the EEC, and in Washington President Kennedy delivers his State of the Union message to Congress

Kennedy's " new pioneer " confidence, his serene acceptance and implementation of American leadership of the Western world, and (be it admitted) his total disregard of the theory of the " special relationship " between Britain and the U.S.A., slipped by virtually unnoticed. This does not necessarily mean that anti-French postures and gestures, in the conduct of and in comment upon this country's affairs, are immediately and overwhelmingly to replace that sour and sterile anti-Americanism in criticism of which I have often written here before. What I suspect (and dread) will happen is that we shall get one more chip on our shoulder, and that our general feeling—bewildered, forlorn and not a little spiteful—that we are misunderstood by an ungrateful world will be enhanced.

For the trouble with us, Government and people alike, is that we have drifted into the belief that we have a perfect and continual right, in international affairs, to have our cake and eat it. That this is a reflection of our outlook upon our own domestic situation, in both its political and its economic aspects, I do not for a moment contest. But in our external relations it is as perilous as it is unrealistic. From the confusion and dismay into which the course of world events since Cuba has thrown us (the causes of which, without doubt, lie far deeper in our postwar history) let me try to extract and identify some at least of the conflicting, contradictory and illusory aims and ambitions apparently animating us.

We want to retain a separate Navy, Army and R.A.F., to have our own independent nuclear deterrent, to participate in any arrangement for multilateral NATO nuclear defence, to develop Skybolt and take advantage of the existence of Polaris; having liquidated the Empire, we yet wish to have a special (and leading) role in a multi-racial Commonwealth; at the same time, and with no upsetting changes in the cosy " affluent society " which we have built up in the past decade, we desire to be integrated fully, both politically and economically, into EEC; this integration, we hope, won't affect our special long-standing responsibilities to our Commonwealth partners, nor our obligations to the other nations in EFTA; above all, we want to think of ourselves, and be treated by others, as the great world Power which we once were; and when Mr. Khrushchev, for his own purposes, utters a few sentences suggesting that this is indeed so, we purr like pussies whose backs have been perfunctorily stroked.

This is a complex of aspirations utterly impossible to fulfil. The importance of the two Presidents' speeches—and we should do well to remind ourselves that these are the leaders of the two nations to which we are most closely linked, by ties of friendship, kinship and common loyalties, all tempered and tested again and again in peace and war—is that they demonstrated, with formidable clarity, the harsh, stubborn truth of my proposition. If we as a nation shirk the radical adjustments which are necessary, others are going to compel us to come to terms with the latter half of the twentieth century.

There were, of course, marked contrasts, in matter as much as in manner, between the speeches of the two Presidents. *The Times*, which felt the immediate impact very strongly, described de Gaulle's as an " icy blast." Other British newspapers went to extraordinary lengths of ingenuity in their efforts to analyse his motives, and tended in general to disregard his wise and generous observations about Britain's historic role as a great maritime nation. Kennedy's oration, on the other hand, was suffused with a warm glow of self-confidence, of righteous purpose and righteous achievement. He recorded success in his country's adaptation to her new status, and looked forward to more and more success—with the proviso that Communism's aggressive tendencies must be contained.

It ought to be obvious by now that the belief in the moral, as well as the political, necessity of resisting Communism is a built-in inspiration for all American Administrations, whatever their Party complex, and whatever the varying politico-strategic techniques they may use to implement it. It is a manifestation of a firm, universally held American principle, and any Administration that did not do their best to carry it out, in deed as well as in word, would be rejected by the American people. That crusading spirit does not exist in Britain, and has not existed since the end of World War II, and the danger of an open Soviet attack on these islands has always seemed to us a trifle unreal—perhaps more unreal than, in cold fact, it is; but we have refused to have our blood curdled.

This lack of violent emotion gave, over a decade and more, a steadiness and a degree of balance to our contribution to the Atlantic Alliance, which mattered more than many of our obvious material and psychological deficiencies. Now, however, we seem to be running the risk of losing that sense of balance; we are curiously unsteady on our pins.

France has steadied up and has rallied superbly. It is, I am convinced, unfair to de Gaulle to read into his words any idea of harsh or venomous dislike for Britain; what he is passionately concerned with is the restoration of France, and it is no part of his plan that this task, to which he is bound to devote himself for the rest of his active life on earth, should be interfered with by a blundering, belated and complicated entry by Britain into the European Economic Community.

He has a rigid order of priorities, admittedly: France's interests and greatness (which are, in his view, identical) always first by far; the interests of Europe, with France at the centre of a restored and rehabilitated continental system; then the interests of the western Alliance, including Britain and America. This pattern of thought may be constructed on false premises but it has the very characteristic virtue of being intensely logical.

It was not after all very surprising, therefore, but it was extremely ironic, that his exposition of his two essential principles, on EEC and on the Atlantic Alliance, should bring sharp criticism from all the other members of EEC. The British and American Governments' immediate reactions—after the stunned silence which is apt to follow one of de Gaulle's big truth-telling sessions—were not unexpected either. What can Mr. Kennedy say other than that he intends to pursue the idea of a multilateral Atlantic nuclear force? To bow now to de Gaulle's stern rebuff would be to abandon the dual concept of deterrence which has become since Cuba axiomatic in all American defence thinking. Similarly the hapless but quite indefatigable Mr. Heath, with his Brussels carpet jerked from under him, had no alternative but the production of one more pragmatical, detailed " plan for British agriculture."

In Brussels he encountered M. Couve de Murville, who stated blandly that in the opinion of the French Government there was nothing more to negotiate about. This view, it is only fair to emphasise, was firmly opposed by all France's partners in the EEC. The outcome of this direct conflict is not known at the moment of writing, but it seems pretty clear that President de Gaulle has deliberately precipitated a major crisis, not only in the affairs of the EEC but also in those of the Atlantic alliance as a whole.

What is both sombre and ironic about the present situation is the utter passivity of the British Government. Others make the decisions for us and about us. This is a novel experience. Is it the role we must expect to play henceforth? The way to it is certainly not being made easy or smooth; but have we the right to expect that it should be?

Muhammed Zafrullah Khan, the President of the General Assembly of the United Nations, wields a shovel on one of Tanganyika's self-help projects. The U.N. President was in Tanganyika during a tour of East Africa. A Pakistani, he has had a long career as an international diplomatist and was a prominent figure in the old League of Nations. Tanganyika's self-help projects, on which cabinet ministers can frequently be seen spending their evenings, have been introduced as a means of channelling the enthusiasm of newly-won independence into voluntary work to assist badly needed development

A HELPING HAND IN TANGANYIKA

b

Moonlight, not sunlight, is shining on the snow covering part of Salisbury Plain in Wiltshire. The photograph was taken from a vantage point near Amesbury

A view from King's Bridge over the Backs at Cambridge to Clare Bridge background. It was the first time for several years the water had frozen hard

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

Sailing on the Norfolk Broads—over snow and ice instead of water

DECLARE OR BAT ON? "Panorama," not surprisingly, featured a "profile" of Mr. Macmillan to mark the sixth anniversary of his premiership (January 10, 1957). His "enemies" will say that many an important cricket match has been lost through delaying a declaration to enable a batsman to set up a new record. Attlee's premiership still exceeds Mr. Macmillan's by three months, and Asquith's considerably longer. Are Premierships in modern times to be judged by results? Increasingly less, I should say. Even in the days of Gladstone and Disraeli, those mighty protagonists, a cool assessment of "business done" by both looks a bit small and impermanent beside the greatness of their reputations. Even the Imperial Crown of India was rather a lease than a gift in fee simple and so, too, the Suez Canal. At any rate, since the wars, the function of a Premier is rather to stave off insoluble crises than to improve the nation's lot. And that said, why declare on April 14 or until time runs out? Would the other team provide more lively cricket or score more boundaries? In featuring Mr. Macmillan at Birch Grove, I was interested to observe the particular grade of veneration selected for this "profile." "Panorama" employs special grades when it treats sacred subjects. Royalty is given Grade I, religious subjects and obituary usually receive Grade II. In which grade was the Premier treated? In an unexpected one. With Dimbleby in the wings, and Eisenhower and Macleod and other surprise assistants, one of "Panorama's" politer quizzers evolved the profile of a rebel and reformer, now deliberately disguised as an aristocratic Tory old-school Squire; disguised for reasons which may yet be made clear—in short a new-style party political broadcast, and by no means a *Vale*.

MORAL LEADERSHIP. In a moment of optimism (before the Blizzards) I ventured to say that material issues may not prove to be the sole issues to decide electors how to vote

h Clare College in the right
ough for skating long distances

During the great freeze-up, Whitstable harbour in Kent is completely frozen over. Pack ice was reported to extend for more than a quarter of a mile from the port entrance

at the next general election. I was glad to read that Mr. M. Edelman shares my opinion that some of us electors, sick of 100 per cent. materialism, may decide to plump for a party that offers us a hope of moral leadership, plump, as he put it, for a good as opposed to an affluent Society. Premiers and Ministers often tell us that you cannot make people virtuous by Act of Parliament, certainly not by Acts as badly drafted as those designed to reduce crime and "regularise" gambling. Indeed, it is a truism; but that truism does not absolve Premiers and Ministers from attempting occasionally to influence us on moral questions and towards repentance. It shocks me to recall how very little such influence has been exerted by the Government in power in recent years. Preoccupied with purely material issues, Ministers have positively encouraged the hideous growth of materialism in the nation and only occasionally the voices of Lord Hailsham and perhaps of a Minister of Education (*obiter*) have made any attempt at a pulpit utterance. Yet if leadership means anything, moral leadership is its chief plank, and an honest and decent Society is more important than an affluent or even a secure Society.

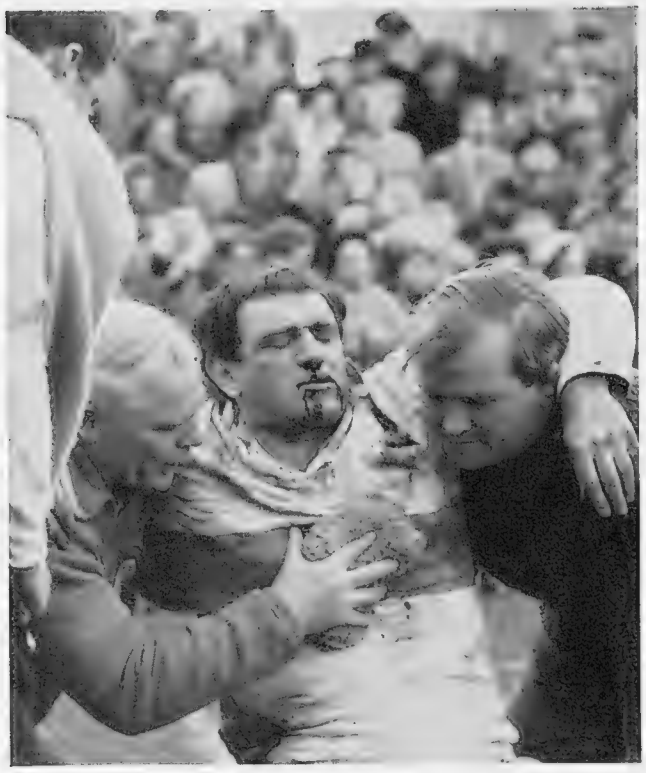
THE BARE DUTY. We may have lost much faith in Governments and sometimes may call ourselves leaderless men, and for my part I have never been addicted to hero-worship. But so long as men aspire to govern us, they should, as a bare duty and as a recognised function of responsibility, occasionally try to influence us to a higher sense of honesty, decency, citizenship, unselfishness, moral values, and even find time in the legislative programme of the year to take more lucid measures to reduce the acknowledged causes of crime, dishonesty, immorality and extravagance. They may fail in the pulpit, though it is their bare duty to use it; they could and should do a great deal more in Parliament.

DUMMIES. Tailors' dummies long displayed in the shop windows of a tailoring establishment were hastily removed after a representative of the Lord Chamberlain had investigated a charge that three of them resembled public figures. The firm's spokesman pleaded that the dummies were good dummies and bought in good faith as typical of the types of naval officer, middle-aged man and square-jawed businessman. I suppose a case could be made out that, though in one sense unique, each of these V.I.P.s probably possesses doubles or trebles who, in a humbler way of life, may have had a moment of fame by being mistaken for a V.I.P. The truth is our V.I.P.s do not at all times resemble their cartoons, caricatures or even photographs. At times they look like quite ordinary men, who might pass in a crowd unremarked. The public impression of their features and appearance is derived from carefully arranged photographic studies or caricatures. It is not impossible that those dummies were "good" dummies, bought in good faith. Court photographic studies, in robes of circumstance, sometimes produce dummifying effects—and so do caricatures.

LITERARY CENTENARIES. The centenaries (birth or death) falling in 1963 are not perhaps spectacular. I was ashamed of my ignorance about many of those to be commemorated. Perhaps our native literature comes out best. It was in 1863 that Thackeray died and the world of literature would be poorer indeed if *Vanity Fair* and *Esmond* had not been created. The births of three lesser lights deserve my grateful commemoration. Anthony Hope—for his *Ruritania* and his *Dolly Dialogues*, the delights of my youth, whose excitement, romance and wit have never grown stale; W. W. Jacobs, whose quiet humour among the dockside fraternity still appeals to a discriminating minority, and "Q," who, if less easy to read, did so much to encourage good reading and put Cornwall on the map.

THE OLD STAGER

The Flying Scotsman, the first steam engine to record officially a speed of 100 m.p.h., leaves King's Cross, London, on her last run to Doncaster. On the footplate was a Nottingham businessman, Mr. A. Pegler, who has bought the engine and plans to house it in the Doncaster sheds



Frank Machin (Richard Harris), a tough and ruthless Rugby League player, is injured in a match, and has to have his front teeth taken out by a dentist (Frank Windsor)

ENTERTAINMENT

THIS SPORTING LIFE

at the Odeon, Leicester Square, from February 7

Lindsay Anderson's first feature film is a tough, sometimes striking, picture of the tragedies of the inarticulate. With already a high reputation in the fields of documentary films and in drama, he has brought to the feature film qualities of boldness and sympathy for the characters. Produced by Karel Reisz and scripted by David Storey from his novel of the same name, *This Sporting Life* is the story of a young miner in a northern city who sets out to become a hero. Ruthlessly self-confident, he joins a Rugby League team. Because of jealousy between two members of the board of directors—Slomer and Weaver—he gets what he asks for, £1,000 as a signing-on fee.

Although he has gained public acclaim, there remains one person whom he does not impress. This is Mrs. Hammond, a young widow with two children, in whose house he has a room. Feeling that she failed her husband while he was alive, she is bitterly determined not to be betrayed by her emotions into getting involved again. But she is affected by Frank's confidence and charm and particularly his love for her children. Then, because he is incapable of expressing himself except in action, he drives her more and more into herself. The film is told in flashbacks, in sharply cut scenes and conversations, remembered by Frank as he lies in the dentist's chair under an anaesthetic, having had his front teeth knocked out in a hard game. *This Sporting Life* is released by Rank.

Above right: Frank falls in love with his landlady, Mrs. Hammond (Rachel Roberts), a widow, but she is frightened of getting involved. **Right:** Mrs. Hammond tells Frank and her two children that there is little for tea. Johnson (William Hartnell), the old talent scout who discovered Frank, is embarrassed

On a day out in the country Frank and Mrs. Hammond's children have a happy time chasing each other among the trees

Mrs. Hammond stares bitterly into the fireplace

The club directors tell Frank he is worth the £1,000 he demands. Background is Weaver (Alan Badell). **Below:** Guests at one of Weaver's lavish parties

THE VOICE OF THE COMMON

GHANA

A weapon in the battle against illiteracy—
the new Library School

The Government's plans for what has been called " a total assault on illiteracy in Ghana " have been assuming various concrete forms. Two universities and a constituent college have been founded; primary and middle school education has become compulsory and free; as from next year pupils in primary and middle schools will be supplied with basic textbooks free of charge. The most recent new educational institution is the Ghana Library School.

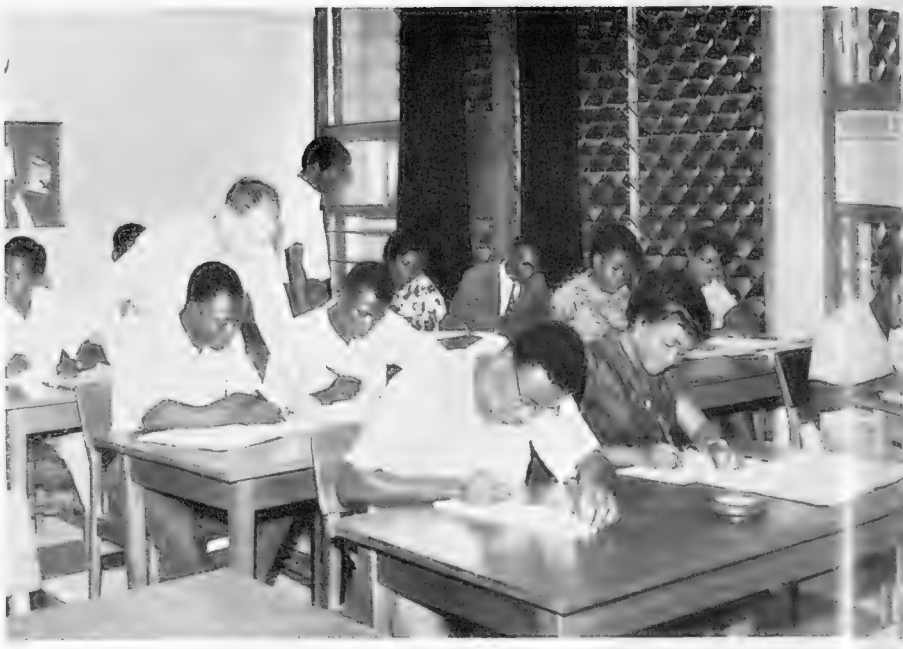
Previously, all qualified librarians had been trained overseas, an arrangement that was unsatisfactory, both from the point of view of expense and time. The first Government move was to arrange for library training to be arranged locally, by recruiting young men and women to study for professional examinations while they worked for the Ghana Library Board. The rate at which this produced librarians was still too slow to meet the ever-increasing demand from the expanding university libraries, public libraries, and itinerant libraries. Even now, there are only about 20 qualified Ghanaian librarians and a few expatriate ones, and it is estimated that the Library Board alone will need 30 more in the near future.

When it was decided to found the school, the work was entrusted to the Board, and in October last year a new £20,000 building near the Accra Central Library was officially opened. The first fully organised course started at the beginning of the year. This course, which lasts for two years, comprises practical work in libraries, and theoretical work—including Classification and Cataloguing, Bibliography, Library Administration, French, English Literature, Scientific Literature and the Literature of Political Thought.

The first courses will lead to the A.L.A. (Associate of the Library Association), a British qualification. This is only a temporary measure, and it is intended that when the school is fully established a curriculum based on African conditions will be introduced. The present qualification for admission is the School or Higher School Certificate but it is hoped that, in the next academic year, arrangements will be made for the admission of graduates.

There are at the moment 29 students, 23 men and six girls. Two of the students are from Nigeria and two from Sierra Leone. Apart from the public libraries, many Government departments are sponsoring students at the school, including the Ghana Information Services, the Medical Research Institute, the Scientific Services Division of the Ministry of Agriculture, the National Research Council and the Central Bureau of Statistics. The school has at present a staff of four, including a Ghanaian. The Principal is Mr. R. C. Benge, formerly Principal of the West Indies Library School in Trinidad.

A general view of the new Ghana Library School in Accra



Pupils receive instruction in one of the Ghana Library School's classrooms

TRINIDAD AND TOBAGO

Carnival, calypso kings and
The Mighty Sparrow

The Calypso Season is now in full swing. Songs are being composed and sung on a variety of subjects in this the most exciting atmosphere that has prevailed in the home of calypso since pre-war days. Two reasons underly this unusual atmosphere, the first being that at the end of February will be Trinidad and Tobago's first carnival as an independent nation; the second, that The Mighty Sparrow, Trinidad's undefeated King of Calypso, will be singing against Lord Kitchener, the undefeated King of pre-war days, who has made calypso well known in England. Kitchener, it will be remembered, made history by presenting what is perhaps the first and last impromptu concert at Lord's after a West Indies Test Victory.

This is the battle of the giants and odds are on the " Little Lord "—Sparrow. In the last decade or so, Slinger Francisco (The Mighty Sparrow) has revolutionised the calypso. Basically, his melodies and rhythmic pattern are in the tradition of our well-known loved Calypso form that in " Kitch's " day was still the four-line stanza with a short chorus. Sparrow has developed his style over the last decade and today we find the general myth is still there, the conventional humour and " pecong " is still there, but the songs are now of conventional ballad length in the format of the pop-song. But the greater flexibility of form has extended the scope.

Ever since he first achieved fame with " Jean and Dinah," Sparrow has been a reflection of a development in Trinidad's Society in which the country is emerging with a national entity of vigorous individualism. V. S. Naipaul, in his book *The Middle Passage*, finds in Sparrow's compositions the essence of the native wit and style which Naipaul marks out as truly Trinidadian. From the beginning the Calypso medium has had topical political content. Sparrow continues to exploit this particular vein. Dr. Williams, the Prime Minister, for example, is mentioned in such calypsos as " Leave the Damn Doctor " and " You Must Pay Tax." C. L. R. James has described Sparrow as " a man who comes once in fifty years."

It is against this reputation that Lord Kitchener has decided to pit his talents. Make no mistake about this, this is as important a struggle to these calypsonians as a heavyweight World Championship fight would be to the men in the Ring; for beside personal prestige, there is the added prize of lucrative recording contracts for the winner.

The hall of fame of calypsonians is decorated with the names of celebrated singers, many of whom left their country of birth to popularise this art form overseas. Among these are such " Greats " as " The Roaring Lion," Houdini, the " Lord Melody," and " Lord Kitchener." Two of the all-time " Greats "—" Attila the Hun " and " Lord Executor," only made brief excursions abroad but their compositions were of such musical excellence and their lyrics so critical of the life and times in which they lived that the history of Trinidad and Tobago could hardly be written without mentioning the effects their songs had on social and political life.

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

BOOK REVIEWS

Two African leaders tell their life stories; and social life in British India

To begin with, two autobiographies by African leaders; ZAMBIA SHALL BE FREE (Heinemann. 12s. 6d.) by Kenneth Kaunda, leader of Northern Rhodesia's Unip party and MY LIFE (Cambridge University Press. 30s.) by Sir Ahmadu Bello, Sardauna of Sokoto, and Premier of Nigeria's Northern Region. Although the approach, and even the style are fairly similar (both are prone to uttering worthy asides), these are nicely contrasting studies. One is the son of one of the first African missionaries, the other is the Muslim descendant of the great Usman dan Fodio, the early nineteenth-century reformer. One had to struggle to get an education, the other was brought up to the idea of ruling.

An interesting sidelight on the element of chance involved in the pursuit of education in a book-starved continent can be seen in two quotations. Kaunda writes of Arthur Mee's *Talks to Boys* that a friend of his "had once rescued a copy from a miner who was using its pages to roll his cigarettes and it is a book that has had a profound influence on my life." And Bello, trying to keep up his English when there were few opportunities, notes "I found the greatest help was in reading from cover to cover *The Illustrated London News*." This "enabled me to acquire a great deal of general knowledge which has stood me in good stead ever since."

Education in Africa has been the subject of a full-scale survey throughout the continent by Ruth Sloan Associates. Entitled THE EDUCATED AFRICAN (Heinemann Educational Books. 63s.), and edited by Helen Sloan, it deals with past, present and future educational developments in every country, including all the parts of the African Commonwealth. For anyone concerned with any aspect of education in Africa it is significant reading as well as being an indispensable work of reference.

Sir Ahmadu Bello, Sardauna of Sokoto, and Premier of Nigeria's Northern Region, enjoys a game of fives. A photograph from his autobiography, reviewed here

To celebrate the fiftieth anniversary of their setting-up, the West Africa Currency Board have issued a neat, bound, 40-page booklet tracing the vicissitudes of its history right up to the recent considerable diminution of its power which came with the independence of Ghana and Nigeria. THE WEST AFRICAN CURRENCY BOARD, 1912-1962 has been written by Mr. J. B. Loynes, the Bank of England Adviser, who sees the end of the Board as imminent. He praises both the confidence which its currency has enjoyed, and the firm foundation it has given for the currencies of the independent states.

Lastly, two books on India. The first is a paperback edition of THE NABOBS (Oxford University Press. 8s. 6d.) written by Percival Spear in the 1930s. This studies the evolution of the social life of the English in eighteenth-century India from the "riotous dining of obscure factors" at the communal table in Calcutta to the aloof splendour of Cornwallis and Wellesley. He sees the small-time merchants as taking more easily to superficial Indian customs (nautch girls and hubble-bubbles), but the later more aggressively English settlers and soldiers, he thinks, were nearer the essence of India in ideas. INDIA 1962 is the Information Service of India's annual compendium of useful data.

M.K.W.

A general view of the Place d'Armes, the centre of Port Louis, capital of Mauritius. Ships are anchored in the harbour waiting to be loaded with sugar from lighters. A feature on Mauritius appears on the following pages

"Le Reduit," the residence of the Governor, where Princess Margaret stayed in 1956

Pamplemousse Gardens, botanical gardens since 1767

The first motorway in Mauritius, recently opened to traffic

Sir John Rennie, the Governor of Mauritius since September 1962. **Centre:** Dr. Ramgoolam, Chief Minister from July 1961. **Right:** Dr. Hazareesingh, Director of the Information Office

The beach near the new hotel Le Chaland, in the south-east of the island

SEEING MAURITIUS

Written and photographed by ***Gabor Denes,*** *who has recently returned from the island colony in the Indian Ocean*

"What there is of Mauritius is beautiful. You have undulating wide expanses of sugar cane—a fine fresh green and very pleasant to the eye: and everywhere else you have a rugged luxuriance of tropic vegetation of vivid greens of varying shades, a wild tangle of underbush, with graceful tall palms lifting their crippled plumes high above it; and you have stretches of shady dense forest, with limpid streams frolicking through them, continually glimpsed and lost and glimpsed again in the pleasantest hide-and-seek fashion; and you have some tiny mountains, some quaint and picturesque groups of toy peaks, and a dainty little vest-pocket Matterhorn; and here and there and now and then a strip of sea with a white ruffle of surf breaks into the view."

This description by Mark Twain of his first impressions when he visited the island in 1896 is largely true today. With a total area of 720 square miles, Mauritius is a tropical island of volcanic origin, lying in the Indian Ocean, 20 deg. south of the Equator and about 500 miles east of Madagascar. It has no indigenous population. Probably visited by Arab and Malay sailors in the middle ages and by Portuguese navigators in the sixteenth century, it was first colonised by the Dutch in the seventeenth century, to be abandoned by them in 1710.

Next the French occupied the island, renaming it Ile de France. They established plantations with slave labour from Madagascar and the African continent. During their 100-year rule the island benefited from becoming a base for some of the most successful privateers as well as for the world's shipping. Its position on the main sea route to India

The Place D'Armes in Port Louis, the capital of Mauritius. Left is Government House, completed in 1771, since when it has not been altered externally

made Mauritius a desirable possession, and during the Napoleonic wars it was captured by a British squadron. In the Treaty of Paris in 1814 it was ceded to Britain together with its dependencies, which then included the Seychelles Islands.

As a British colony it has prospered since. When slavery was finally abolished in 1833 the planters had to look elsewhere for labour, and indentured workers were brought in from India in large numbers. The composition of the population today reflects this development. The total, based on recent estimates, is not far off 700,000. This makes the island one of the most densely populated areas in the world, with an average density of over 900 per square mile. Of this total the "General Population" which includes Europeans, Africans and mixed races numbers nearly 200,000 (the pure Europeans, most of whom are Franco-Mauritians, are under 10,000); Indo-Mauritians (descendants of the Indian indentured labourers) are a substantial majority numbering about 460,000, and there is a small group of Sino-Mauritians (Chinese) of about 25,000.

I expressed my admiration at the good race relations on the island, when I was talking to two people I met there: One was Mr. K. Hazareesingh, who is a top government official; the other was an executive of one of the leading trading firms in Mauritius, a descendant of an old Franco-Mauritian planter family. They both gave the same explanation, on which they were in complete agreement: "The Mauritian people, whatever their race, or whatever religious group they belong to (there are Hindus, Muslims, Christians and Buddhists), all have one thing in common. They are all deeply religious. This gives them high moral standards; the result is respect and tolerance for each other."

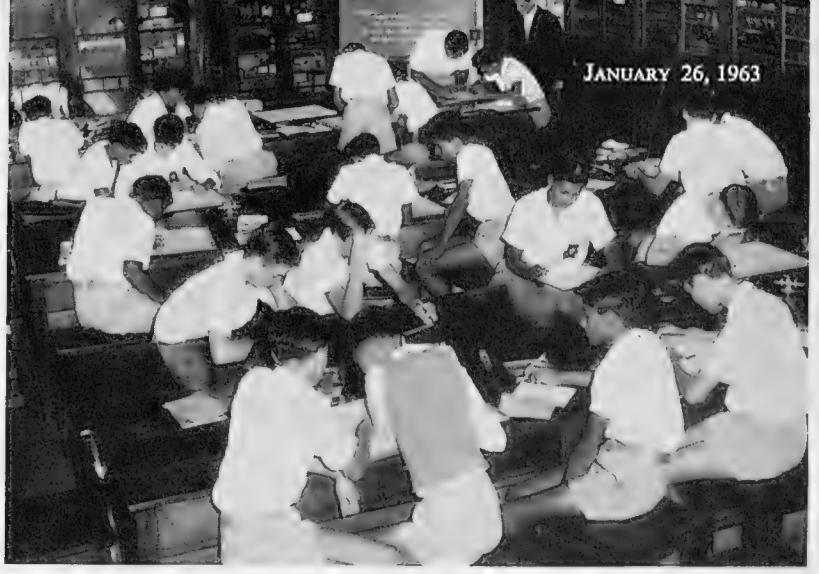
Economically, Mauritius has prospered, with its growing production of sugar. Sugar-cane is the crop which occupies 90 per cent. of all cultivated land. Experience of centuries has taught the Mauritians that this is the most suitable and useful crop for its particular climatic and soil conditions. Rainfall is high, although it varies a great deal over the island itself. The annual amount on the high, interior plateau can be four or five times as much as that in some of the coastal plain. In addition to this and to the soil being suitable it has been found that sugar will suffer less permanent damage by cyclones, to which Mauritius is exposed, than most other crops. Even so, a bad cyclone, such as Carol in 1960, can be harmful; nearly half the crop was lost that year.

By improving cultivation methods, especially on the larger estates, which show a much bigger yield per acre than the small plantations, production has reached an annual quantity (normal year) of over 550,000 metric tons of sugar. A large proportion of this is sold under the Commonwealth Sugar agreement which has another five years to run.

(*Continued overleaf*)

A tennis tournament in progress at the hard courts of Le Chaland hotel.
Below: Crowds at the Champs de Mars racecourse near Port Louis

A newly constructed housing estate built with British assistance after the destruction caused by the 1960 cyclones



Students attend a practical physics class in a laboratory at the Royal College, Curepipe

SEEING MAURITIUS

(*Continued from page 135*)

The efficiency of extraction has been greatly improved by modernising and concentration. A hundred years ago there were 260 mills in Mauritius with an average production of about 400 tons of sugar; today's total production comes from 23 modern and highly efficient factories.

The sugar in the factories is bagged in sacks made by the local industry from locally grown aloe fibres, transported by road and rail—the railways will cease to function this year—to Port Louis harbour, taken to ships by lighter and emptied into the holds, manually. This seems an antiquated method, but the speed of loading sugar-carrying ships is phenomenal.

The greatest economic problem of this seemingly happy and prosperous island is the exceptionally high rate of population growth. The eradication of malaria and other tropical diseases, a steady increase of births, and a relative decline of the death and infant mortality rate have brought about a formidable annual increase in the population. While at the turn of the century births and deaths nearly cancelled out each other, by 1958 the birth rate had risen to 40·8, and the death rate had dropped to 11·8. It has been calculated that at a conservative estimate the population should reach the million mark by 1982.

The most obvious remedy would seem family planning, but deep-rooted objections to this have been voiced by some of the large religious groups opposing any form of birth-control. No other easy solution has been found, and the problem is exercising the minds of the Mauritius leaders. In one of several conversations I had with the Hon. Dr. S. Ramgoolam, the Chief Minister, I raised this point. " We are anxious to find a way to cope with our population growth," he answered, " and there are two main ways. First, we must make the country population conscious and make our people understand the idea of the prosperous, well-fed small family, the same as other nations have done. Second, we must take big steps to reorganise our economy by diversification, by developing labour-intensive new industries."

It is intended to use a big development programme to create more smallholdings, small farms, local dairies, cattle breeding, intensive cultivation of vegetables and other locally produced foods. Young men are to be trained for trades, and the fishing industry is to be made more efficient. Tea is being grown, some of which is exported, and tobacco for home consumption. There is great scope for the building trades, for in addition to cyclone-damage housing, there is an extensive housing programme planned by the Government and by the sugar estates.

With the rise of air traffic there is a good chance of developing a tourist industry in Mauritius. It is served by several airlines, Qantas have used it as a night-stop on their South Africa-Australia route since 1954, and to satisfy their needs, the first modern hotel was created round a lovely old colonial house in Curepipe, the most favoured residential town on the cool plateau. Since last September BOAC run a weekly direct Comet service from London (with stops at Rome, Khartoum and Nairobi), which brings Mauritius to within 17 hours of flying from the British capital. Other modern hotels have been built with some Government financial help, and there is now every facility for tourists to enjoy the natural beauty of this tropical island.

The colony has a stable political aspect. The first stage of the constitutional advances agreed in London in July 1961 has already been put into effect. It included the appointment as Chief Minister the leader of the majority party. This is the Mauritius Labour Party, which regards itself right of centre, and holds 23 of the 40 elected seats in the Legislative Council. Several other ministers were also appointed. The second stage of advance is to take place after the next election representing the broad basis of a new constitution. After that Mauritius is hoping that independence will be the next step. On this subject I would like to quote the Chief Minister once more: " Independence would come to a highly sophisticated nation. A small minority might have fears about it and suggest that it will mean bankruptcy. Far from it. Mauritius is not a grant-in-aid territory, but always balances its budget. In spite of two bad cyclones no services have suffered."

A woman collecting tea leaves on a plantation in the highlands

Sugar cane is loaded to be taken to the factory for processing

Fishermen at work on the south-western shores of the island

BRIAN VESEY-FITZGERALD

BANGOR AND ITS BIBLE GARDEN

Bangor boasts what is, perhaps, the oldest cathedral site in Britain. A statement usually greeted with disbelief by Englishmen. But facts are facts: and the fact is that Bangor Cathedral was founded by St. Deiniol about 525. Bangor, by the way, means " great choir." Needless to say, you do not see the original Cathedral now. And what you do see is unimpressive.

Actually, all four ancient cathedrals of Wales—Bangor, St. David's, St. Asaph and Llandaff, all sixth-century foundations—are disappointing to the sightseer. None has good architectural pretensions when judged by English standards, and three are placed at the bottom of a hill instead of standing on the top of one. Bangor, indeed, is placed in a definite hollow. So much so, that you could, I think, pass through the town without being aware that there is a Cathedral.

In Bangor there is none of the atmosphere of a cathedral city, of an English cathedral city, another church, small and rather dark. But go all the same, for in the precincts is something most unusual.

Bangor people are proud of their city and of their Cathedral. Like so many towns up and down the country, Bangor is being developed. But in Bangor one part of the development is, I think, unique. As part of the development of the City Centre, which adjoins the Cathedral, a " Bible Garden " has been planned and planted. For mid-twentieth-century Britain that, it seems to me, is truly remarkable.

Perhaps it is less so here than it would be elsewhere, elsewhere outside Wales, for here there have always been very close, even intimate, relations between City and Cathedral: and the Welsh, as a whole, are still Bible-minded. When a Welshman speaks of the " Book," he means the Bible. When an Englishman speaks of the " Book," he means the telephone directory: " You'll find me in interest for those who still have a real interest in the Bible and, furthermore, a book of absorbing interest for the gardener, even the most atheistic gardener. This is a book of genuinely profound scholarship, for it does not merely list the plants mentioned in the Bible and planted in the garden: it gives every Biblical reference and the reasons for the plants' identifications. And these are not always as simple as might appear on a casual reading of the Bible.

Take, for example, Solomon's " Rose of Sharon." Many plants have been identified by many authorities as the " Rose of Sharon." The actual reference reads: " I am the Rose of Sharon and the Lily of the Valleys." But did you know (I confess that I did not) that the word " Rose " is never mentioned until the end of the twelfth century? Dr. Whitehead has gone back to the earliest known Greek version and planted *Narcissus tazetta*, and in his book he gives his reasons for so doing and for

Bangor Cathedral from the south-west

The ' quiet dignity ' of the Bible Garden at Bangor

at any rate. The town is dominated by the " Jacobean-Renaissance " buildings of University College, set high on the hill and completed in 1911. If you think it sounds horrible, and impossible for 1911 anyway, go to Bangor and have a look: you will, I think, be surprised at the quiet dignity, almost beauty, that has been achieved with this improbable combination.

And while you are there, visit the Cathedral. The present building is the fourth on the site: Bangor has surely had the most disturbed history of any cathedral in Britain. It is largely a nineteenth-century restoration (by Sir Gilbert Scott) and a pretty drastic one at that. Of the exterior only the tracery of the tower and of the clerestory windows, and the buttresses of the south transept, seem to me at all noteworthy.

The interior is not symmetrical as is usual in old Welsh churches. It is almost a museum with its relics of earlier buildings, fragments of very early Norman work, parts of a Celtic Cross, headless busts, and the tombs of many bishops. But to appreciate that sort of thing some knowledge of Welsh history is necessary, and this, it must be admitted, is not possessed by most tourists. For them, this will be just the Book." Many Welshmen still draw much of their inspiration from the " Good Book." Without that sort of foundation this sort of development would be impossible.

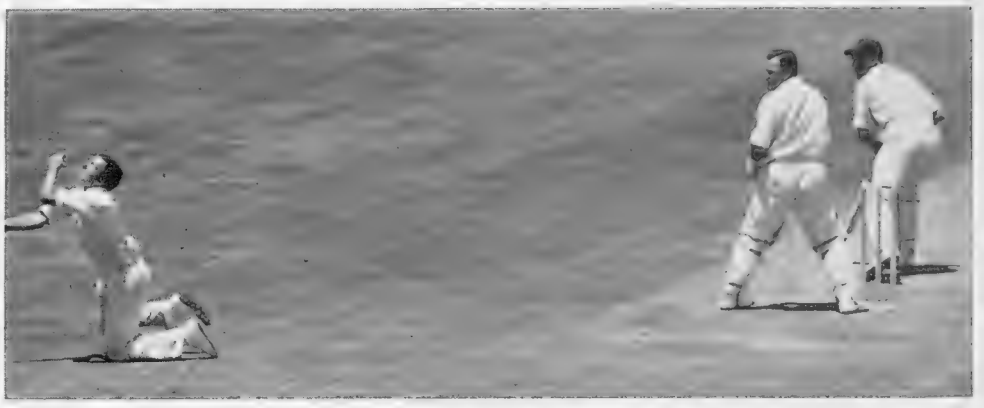
The garden—Gardd yr Esgob, the " Bishop's Garden "—is unique in that every plant in it has some direct connection with religion. On the south side of the curved " Bible Walk " are to be found plants traditionally associated with Christian Festivals and the Saints, while the space on the other side of this Walk is entirely planted with trees, shrubs, and flowers referred to in the Bible. These plants are arranged in the chronological order in which they occur in the Old and New Testaments. Thus, if you follow the numbering of the plants, which are each labelled with number, name and Bible reference, " you may have the really stimulating experience of ' walking ' through the Bible from Genesis to Revelation; telescoping, as it were, some six thousand years of history into sixty minutes."

That quotation is taken from the official handbook to the Bible Garden by Dr. Tatham Whitehead. This costs a mere 1s. 6d., and it is more than worth while even if you should never go to Bangor: a book of absorbing the alternative identifications which he considers possible and which are planted alongside. Again; he has planted the apricot as the apple of the Garden of Eden. In this he agrees with Canon Tristram (whose reasons for his identification were advanced in his *Land of Israel*) and many other authorities, and his reasons for doing so are convincing. But he does not mention (in so compact a guide he would not have the space) Post, Conder and one or two other authorities, who believe that it may really have been an apple. However, that is beside the point: the point is that Dr. Whitehead's guide is packed with interest, will fire you with ambition if you are a gardener, and will send you back to the Bible again and again if you are not.

I think that it may also send you to Bangor, come the summer. I hope it will. For the most astonishing thing about Dr. Whitehead's guide is that it is published as an official handbook by the City of Bangor. There cannot be many Town Councils in Britain so culturally-minded. Indeed, I should be prepared to doubt if there is another one. Car parks, yes: public conveniences, possibly: but a booklet on the Bible Garden written by a scholar? Most of them would not even bother to debate it.

THE THIRD TEST

In the England first innings in the Third Test at Sydney, Coldwell, hemmed in by fieldsmen, gets Simpson away for 2. England went into the match one up in the series, but their hopes of a further success were to be sadly disappointed. In their first innings England scored 279, of which Cowdrey contributed 85 and Pullar 53. Simpson took 5 for 57. Australia replied with 319 (Simpson 91, Shepherd 71 not out, Harvey 64, Titmus 7 for 79). England collapsed in their second innings, being all out for 104, and Australia won by 8 wickets. Thus the two sides enter the Fourth Test at Adelaide all square



Benaud, the Australian Captain, makes a spectacular catch and Statham is out

England's Sheppard throws to run out Jarman

Australia's Shepherd just scrambles home while making his 71 not out in the first innings. Parfitt is the wicket-keeper

An electric train twists its way through the Savoy Alps

TRAVEL

HOLIDAYS IN EUROPE

The second of two articles, surveying Southern Europe

By **GORDON COOPER**

Continuing from last week my country-by-country holiday suggestions, I move now to the Mediterranean lands.

France. Annecy is a lake city, by far the most picturesque and distinctive of the few to be found in France. It is a city of shadowy arcades, tree-shaded canals, and it offers glorious excursions into the nearby Savoy Alps. You will never tire of this town and its beautiful region. Hotels and pensions of every class abound here, also in villages around the lake. I favour especially the Hotel les Libellules at Duingt and the Abbaye in gastronomic Talloires.

Spain. Alicante is perhaps Spain's driest town, and I prefer it to the other newly created resorts on the Costa Blanca. Its glory is its huge palms, arrayed in double rows along the main promenade. There are splendid sands at nearby San Juan (easily reached), while Elche, famous for its palm forest and a Musical Miracle Play (mid-August), are added attractions. A popular resort is Benidorm, 25 miles from Alicante, and Playa Perello and Gandia can also be recommended, but always second, in my opinion, to Alicante.

Portugal. The Algarve on Portugal's southern coast will soon become a popular holiday area, especially when the new airport operates at Faro. Go there then while this sun-drenched coastline is still unsullied by crowds. Praia da Rocha, with its picturesque beach, is the oldest centre, but new hotels have sprung up at other places, of which my preference would be the Hotel Vasco da Gama at Monte Gordo, close to the Spanish frontier. At the other end of the Algarve there is Sagres, with its government-owned Pousada do Infante, and a pension rate, including room with private bath, of only 26s. a day. A local place of interest here is the restored Prince Henry School of Navigation at Cape St. Vincent.

Italy. This is a suggestion for lotus-eaters: a first-class hotel, beside the Tyrrhenian Sea, at Maratea in the province of Potenza. There is an enchanting beach and the Hotel Santovenere can be recommended. Two miles inland is the main town, divided into two parts. There is an interesting cathedral. At the seaside underwater hunting is feasible, but the main appeal is lazing. Maratea is a stopping station on the Naples-Reggio Calabria line. Also of unusual interest is a tour covering the Etruscan civilisation in Italy. Organised by Academy Travel (17, Tottenham Court Road, W.1.), the 14-day itinerary embraces visits to Tarquinia, Volterra, Cerveteri and Veii, along with attendances at certain museums containing examples of Etruscan art, as at Florence, Rome and Bologna.

Gibraltar. British for 250 years " the Rock " is so well renowned as a naval base that one tends to forget it is also an excellent holiday

(*Continued on page 140*

A canal scene in the French lake town of Annecy

The beach at Alicante on the Costa Blanca in Spain

The beach at Praia da Rocha, in the Portuguese Algarve

HOLIDAYS IN EUROPE

(*Continued from page 139*)

resort. There are no language problems, goods are duty-free, and the town is a good base for excursions into Andalusia and Morocco. There is a small bathing beach.

Malta. The Romans, who travelled to most places, said Malta was bliss. It is. Particularly for Britons. A sunny, temperate island paradise with sports galore; with beautiful sands; and many interesting places to visit. Its chief defect lies in a deficiency of suitable accommodation.

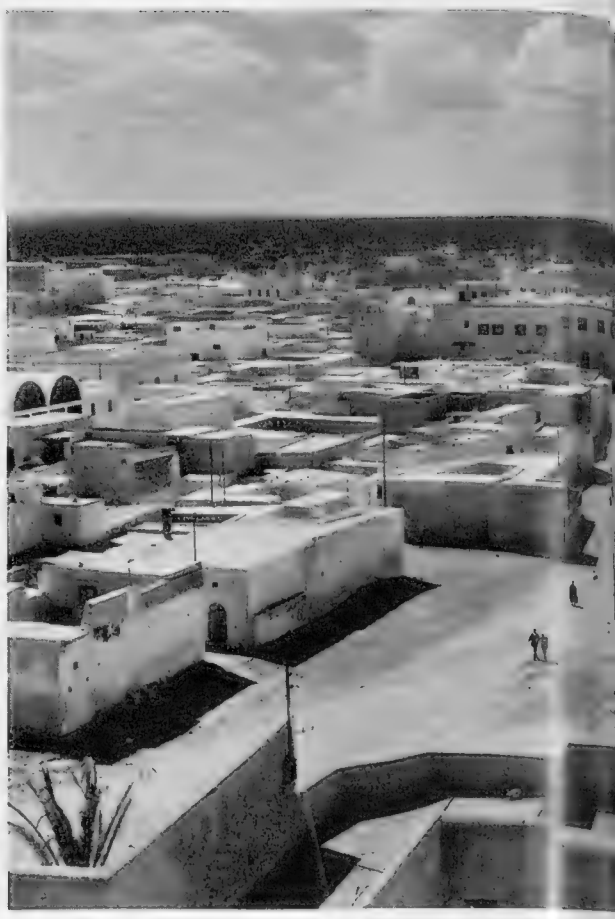
Tunisia. Here is all the magic of sun and sea; the wonder and interest of a colourful land; and a life that has changed little in a thousand years. Wings (48, Park Road, N.W.1) offer the choice of four hotels beside the coast; also a fortnight's coach tour, taking you to Tunis (one night), Tozeur, a delectable oasis (three nights), Djerba, the isle of the lotus-eaters (five nights), Sfax (one night), Monastir (two nights), and back to Tunis (one night)—altogether a fascinating and comprehensive itinerary.

Tangier. This city, both mysterious and modern, has an astonishing range of attractions: a medley of races, the exotic life of the Old Town, luxurious hotel accommodation, and miles of golden sands. For a holiday in the sun, this Moroccan city is hard to beat. And there are exciting excursions to other places in this Land of the Arabian Nights, such as Tetuan, Rabat, Meknes and Fez. Horizon Holidays (17, Hanover Street, W.1) have attractive travel arrangements, while the flying time from London is only four hours.

Yugoslavia. There is no lovelier coast in Europe than the Dalmatian. Not far from the Albanian border is the Hotel Milocer at Sveti-Stevan. This was formerly the summer palace of the Yugoslav royal family. Cooks can arrange a holiday in this delectable spot, with superb bathing beach.

Greece. Last summer I visited the island of Kos in the Dodecanese group and north-west of Rhodes. It is world-famous for its antiquities, especially the temple of Aesculapius, and it was the birthplace of Hippocrates. It is a Rhodes in miniature and being less crowded it is in many respects preferable. There are several sandy beaches outside the town. The new Xenia Hotel struck me favourably. Oceanways (23, Haymarket, S.W.1) can arrange your journey and hotel booking.

Austria. Few British tourists find their way into the province of East Tyrol, yet it is a most delightful area, with valleys running through the high mountain ranges. The Virgental is particularly attractive, and excellent for walks and climbing excursions. Among the tiny resorts are Virgen and Prägraten, both with inns and guest-houses. Then, where the road ends is the hamlet of Hinterbichl, it is a true escapist spot. Here the famous Vienna Choirboys' College spend their summer holiday, giving occasional concerts. There are an hotel and two inns. Access is by bus from Lienz (on the railway) via Matrei, a fairly large tourist centre.



The low white buildings of the Tunisian town of Monastir, seen from the Casbah

The harbour at Sliema in Malta

Hungary. The leading tourist centre outside Budapest is Lake Balaton. It is a region of old churches and castles, of famous vineyards and water sports. There are modern hotels. Fourways Travel (104, New Bond Street, W.1) offer a coach tour from Ostend to Lake Balaton, with a 7-days at Tihany, one of the lakeside resorts. There is a full-day excursion to Budapest.

In the Travel section of January 5, in the article "A Choice of Cruises" reference was made to the cruises of Linea "C"-Costa Line. The name of the U.K. representatives was incorrectly given. They are, in fact, D. H. Drakeford, 60, Haymarket, S.W.1, from whom further information about Linea "C"-Costa Line cruises can be obtained.

The Forum of Trajan in Rome

A Doric temple on the Greek Island of Kos. **Right:** The resort of Virgen in the Austrian Tyrol. **Below:** A modern cafe at Tihany on Lake Balaton, Hungary's most popular area for holidays

CAR SLEEPERS— AND OTHER SERVICES

Two more car-sleeper services are being introduced by French Railways, one from Boulogne to Narbonne, the other from Paris to Toulouse. Rates and fares have not yet been fixed, but the Boulogne-Narbonne service begins on May 26, and runs on Sundays to September 22, and in the reverse direction from May 27 to September 23 on Mondays. Timings are quite convenient. Cars are loaded at Boulogne from 6 a.m. to 7.15 a.m. and the train leaves at 10.10 a.m., arriving at Narbonne at 10.30 a.m. on the following day. This service brings Spain within a couple of hours' run, as well as offering nearby possibilities at places like Agdé and Banyuls. The other service from Paris to Toulouse is possibly not so attractive to British holiday-makers, although it opens up the Pyrenees and Andorra to the British motorist.

The other car-sleeper services will run on similar lines to those of last year, including the Calais-Lyss service which lands you so near Berne for onward journeys through Switzerland to Austria and beyond.

The Townsend Car Ferry, the *Free Enterprise*, which serves Calais from Dover, has a schedule for 1963 of two return trips daily in the early and late season and four return journeys every 24 hours during the peak holiday period.

The electrification of the London Midland Region's main line between Liverpool and Manchester to Euston goes on apace. Through electric services between Manchester and Liverpool and Stafford began running on January 7.

Sunday services on the former Great Central Line between Aylesbury and Sheffield are to be withdrawn from March 10, 1963.

A new route to Scandinavia is to be introduced at the end of May, when a train ferry service will start between Puttgarden in Western Germany and Rødby in Denmark. The new route is known as the "Birds' Flight Line," from the fact that it follows a route taken by migratory birds with the shortest possible sea crossing, about 12 miles, from the German island of Fehmarn to the Danish island of Lolland. To the traveller the advantage of the new line will be in considerable reduction of overland journey times to Scandinavia. The ferry will only take 65 minutes instead of 155 minutes, and the new approach railways will enable high-speed running to permit a general acceleration of 1 hr. 40 mins. for all trains by this route. This will create many new possibilities in train travel; for example Paris to Copenhagen in a day, Copenhagen to Hamburg and back in a day, and London to Stockholm via Ostend with only one night's travel instead of two.

W.D.C.C.

BOOKS

P. A. TO CHURCHILL

The war-time recollections of Commander Thompson; the tense story of a salvage epic; and this week's varied list of fiction

Complete with a wrapper and frontispiece of Sir Winston Churchill, THE WAR AND COLONEL WARDEN (Harrap. 35s.), by Mr. Gerald Pawle, is offered as a book " based on the recollections of Commander C. R. Thompson, C.M.G., O.B.E., R.N. (ret.), Personal Assistant to the Prime Minister 1940-45," which is just about what it is, although, additionally, it carries a foreword from the ex-Governor of New York, Mr. Harriman. During the war, of course, Churchill had to get about a good deal, taking with him a numerous retinue ranging from General Ismay to private detectives. Somebody had to arrange these parties and the lot fell on Commander Thompson. Mr. Pawle has made an interesting and gossipy book out of those peripatetics and has fitted them neatly into an historical background. It is one of the many books which will inevitably accompany a great man to the Hall of Fame and it is gratifying to know of the tribute paid to Commander Thompson by his master: " We've had some stirring times together . . . and I have recommended you for the C.M.G." Never was that exclusive decoration better earned.

THE RAISING OF THE QUEEN (Gollancz. 21s.), is a fantastic story, exciting, hardly credible, tense—and absolutely true. Mr. Jerry Korn has written about the salvaging of a 21,000-ton oil tanker, a magnificent ship only three years old, which broke its back on a sandbar off the coast of Maryland. The bows broke off and drifted away and the remaining four-fifths of the ship remained wedged and partially submerged. The owners employed a most experienced salvage company to raise her and, when they gave up after six weeks, the owners surrendered possession to Lloyd's who immediately surrendered possession, too. The ship was now technically and in every other way abandoned. It was then that an amateur happened on the near-wreck and with three other men, all as inexperienced in the matter as himself, the vessel was finally raised and put under tow for Europe where—final irony—it ended its days in a breaker's yard. Mr. Korn handles the facts and the narrative most stylishly and if this isn't the most exciting book of the week I shall be very, very surprised.

STORMALONG (Michael Joseph. 16s.), is an adventure story too, though in this case a novel with the waterfront of Sydney as its setting. Now, most waterfronts are apt to be extremely tough places and their problems both tough and often violent in their solution. Mr. Kenneth Cook, who writes with admirable force and directness, once owned a boatshed in the region he describes and this circumstance is reflected in the authenticity of the scenes.

PERIOD OF ADJUSTMENT: Two of the stars in MGM's film version of Tennessee Williams's play are Anthony Franciosa, as Ralph, and Jane Fonda, as Isabel. The film is at the Empire, Leicester Square, London

It is, in the main, the tale of a man's loves, for a friend, a woman and the laws of his Church and each of these relationships brings him close to despair though not, in the end, to failure. In spite of the fact that this is a novel of action it can also be read, most rewardingly, as the account of a man's psychological struggle to get to terms with his own conscience and reach some kind of peace of mind.

Mr. Michael Sheldon's THE GILDED RULE (Hutchinson. 16s.) is his first novel and something more than a promise for his literary future. He has written about a young Englishman, smarting from a recent divorce and the collapse of his immediate life, trying his hand at a life in Canada and finding a fairly auspicious beginning in the Public Relations department of a big Montreal bank. He is a thoughtful, intelligent but by no means ascetic type and soon finds consolation of various kinds, including a half-amused, half-repelled study of his boss, a fantastic figure in whom megalomania is only one step away from his constantly proclaimed " do-gooding." There are still some rough edges to Mr. Sheldon's style and, without being in the least prudish, it is possible to think some of the coarseness of expression unnecessary, but there is equally no doubt that here is a man born to write and making a very good beginning at it.

JAMIE (Michael Joseph. 16s.), by Mr. Jack Bennett, is a novel of South Africa, but one that is miraculously free from discussion of *apartheid*, segregation or any form of political enterprise. Its focus is both closer and more personal since it is the story of an 11-year-old boy whose father has been gored to death by that most dangerous of wild animals, a buffalo bull, and who is intent on avenging him. The farm where Jamie lives has been struck by drought and it is this problem, rather than any of race or colour, which the little family have to contend with. But to Jamie all their troubles are personified by the bull itself and he sets out, with his great

VIEWS OF MAJORCA

Two differing books on the holiday island

For a long while now there has been a need for at least one new book on the much-visited, widely-publicised holiday island of Majorca. Robert Graves has, of course, given us his scholarly commentary on the acid Majorcan diary of Georges Sand, the woman whom Musset called a " vache à écrire," who so cordially disliked the island and its people and said so in precise terms; a Mr. Shelley, in the '20's, wrote an interesting historical and topographical survey, emphasising the powerful Arab influences in Majorca; and way back before the First World War Mary Stuart Boyd wrote a charming volume, *The Fortunate Isles*, giving the highlights of a long stay in the Balearics in the age of horsedrawn vehicles, when the only language spoken outside the city of Palma was Majorcaine.

Now, two new authors have attempted to show Majorca as they see it, and with what differing results! In VIVA MALLORCA (Cassell. 21s.) Eric Cleugh, a retired diplomat now living on the island, presents neither a very wholesome picture nor, maybe, a very fair one; for the old city of Palma is something more than the decadent night life of Terreno with its drifting foreign community, and there are other places in the island than Soller and Valldemosa that deserve more than passing attention. While the author has much to say about Majorca's early history he seems unable to portray its scenic splendour, not least the grandeur of its mountain solitudes which maybe he does not know very well. You can walk the hills of the northern mountain range and never meet a soul in a three-hour march; you can still stay at village inns where the old courtesies remain and the charges belong to an earlier age. Mr. Cleugh, entertaining though he is, has certainly not produced a well-balanced book.

Luiz Diez del Corral, a Spaniard who knows and loves the Balearics, presents a more idyllic picture in his MAJORCA (Allen and Unwin. 21s.). It is a pity his narrative is so brief (scarcely more than 100 pages), because he so obviously has so much knowledge. Senor del Corral's approach is intensely sympathetic, and his chapter on the great philosopher Ramon Lull gives us a portrait of a man who understood his native land and is truly representative of its spirit. The author writes too of the trees, the terraces, and the aqueducts that make the rural scene, not least of man's love of water in this thirsty land where great simplicities still hold sway, no matter what Mr. Cleugh has to say about decadence and degradation along a short stretch of coast flanking Palma, which bears the unenviable nickname of the Calle Cognãc.

Here are three additions to *The Fortnight Holiday* series, each published by Percival Marshal at 5s. A FORTNIGHT IN WALES AND THE WYE VALLEY is by C. E. Waller who brings out in word and picture that variegated scenery of this land of enchantment, which still remains unknown to so many people in our islands. A FORTNIGHT IN FRANCE and A FORTNIGHT IN SICILY both come from the practised pen of that non-stop traveller Gordon Cooper, whose advice is always sound.

What amounted to a naval calamity at the time of its occurrence, but was to some extent hidden from the public, now emerges into the full light in Don Everitt's report on THE K-BOATS (Harrap. 18s.). These fabulous twin-funnelled craft were the biggest and fastest submarines of the First World War, and the most useless in action and most dangerous to operate. From the day they began their trials everything went wrong. Six sank with an appalling death roll and the crews called themselves the suicide club. The K-boats are revealed as the naval blunder of the century, and one retired naval officer, Rear Admiral Leir, is on record as having said, " The only good thing about the K-boats was that they never engaged the enemy." Don Everitt's account is based on careful research.

Two other books about ships and the sea which command attention are John D. Drummond's GAP OF DANGER (W. H. Allen, 18s.), a well-told narrative of the weather ships, and MY SEA LADY in which Graeme Ogden gives an account of winter and summer convoys on the Arctic lifeline to Russia. Ogden commanded *The Lady Madeleine*, and his very personal story is full of good anecdotes. His journeys ashore in Russia always afforded a happy interlude.

Richard Edmonds

friend, a black piccaninny of his own age, to track down the animal and kill him. The bush, the arid but beautiful land, the struggle for existence and the constant dangers; all these are wonderfully well conveyed by Mr. Bennett and I look forward to reading more of his stories with the same kind of acutely observed background.

The world of mental illness of which Miss Jennifer Dawson wrote so movingly in her prize-winning novel, *The Ha Ha*, is not too far away from the mood of her new book, FOWLER'S SNARE (Blond. 18s.). Here we find an intelligent and sensitive girl, very much aware of communal, social obligations, such as joining a band of young people intent on mending old people's homes, and thrown entirely out of balance because of a tiresome and tasteless seduction. She plans—rather classically, I thought—to retreat to a nunnery, but eventually returns to the world or that cheerless section of it which she inhabits with her part-time archæologist mother and a father who dies after a brain operation. " One adapts or one dies. One cannot go on struggling against the facts of life. But to grow used to them seemed tragic." A philosopher's view, perhaps, but a melancholy philosopher.

Miss Victoria Lewis has written about another girl and another retreat—this time into temporary derangement—in THE BELL JAR (Heinemann. 18s.). This talented, though sombre, first novel, from an American writer, deals with the small successes of a girl in a business-cum-amatory life in New York before returning to the little house where a watchful mother only emphasises the depression and leads her to a spell in a psychiatric clinic. Others may share the feeling that I had during the reading of this novel that the gloom was without a cause—except possibly boredom, that enemy of the intelligent young—and that the central figure slid off into despair as a result of intellectual self-indulgence. But it's well written and shows the quality of compassion.

CITIES OF THE FLESH (Gollancz. 25s.) is a novel of the Middle Ages, that period about which Madame Zoe Oldenbourg writes so incomparably. Indeed, with her three previous books of medieval life, Madame Oldenbourg must now have the title of one of the greatest, possibly *the* greatest, historical novelists in the world. In the present book she has written about the papal crusades at the beginning of the thirteenth century and of the life of one Roger de Montbrun, a knight in the service of the Count of Toulouse, bringing that distant past to vivid, brilliant, terrible life again and taking the reader with her into another strange but vital world.

There are three good thrillers this week, beginning with Miss Jean Potts' THE EVIL WISH (Gollancz. 15s.), the story of two New York spinsters, their overbearing father and the extraordinary results of their half-sketched plan for murder. Miss Potts does this kind of thing superbly well and I hope that you will enjoy the book as much as I did. FLUSH AS MAY (Michael Joseph. 16s.) is an elegant oddity and also warmly recommendable. Mr. P. M. Hubbard has contrived a tale of dark and devious doings in the remote English countryside and has brought a cool, slightly donnish and eminently civilised intelligence to bear on them with very agreeable results. I found his beautiful, solemn undergraduate a little hard to take, but that is the only criticism I would make of an unusually good story of amateur detection. It appears that in California many odd, semi-religious sects proliferate, and it is one of these, though an imaginary one, that is the centre of interest in Margaret Millar's HOW LIKE AN ANGEL (Gollancz. 15s.). Although she is inclined to pursue her plot almost entirely in terms of conversation, this novelist's work still rings a very powerful bell and I think you should undoubtedly add it to your list.

Vernon Fane

The people of Mahagonny, with placards, sing " Nothing you can do will help a dead man " in the final scene

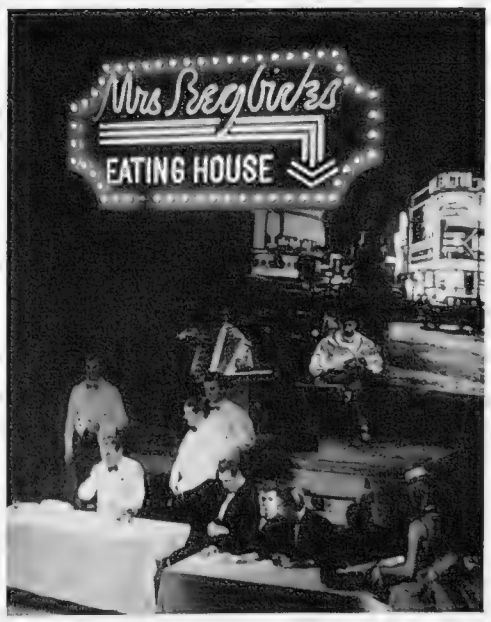
Jenny (April Cantelo) with Jimmy Mahoney (Ronald Dowd), imprisoned for not paying for his beer. Right is Trinity Moses (Inia Te Wiata)

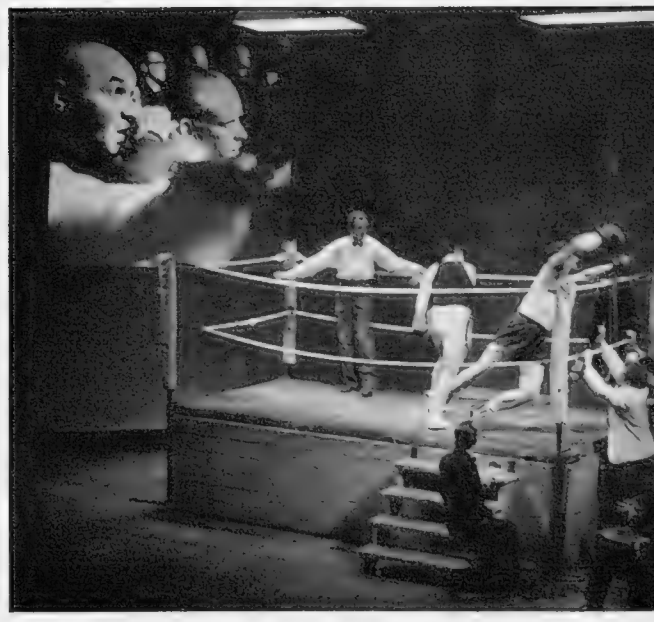
THE RISE AND FALL OF THE CITY OF MAHAGONNY

at Sadler's Wells Theatre

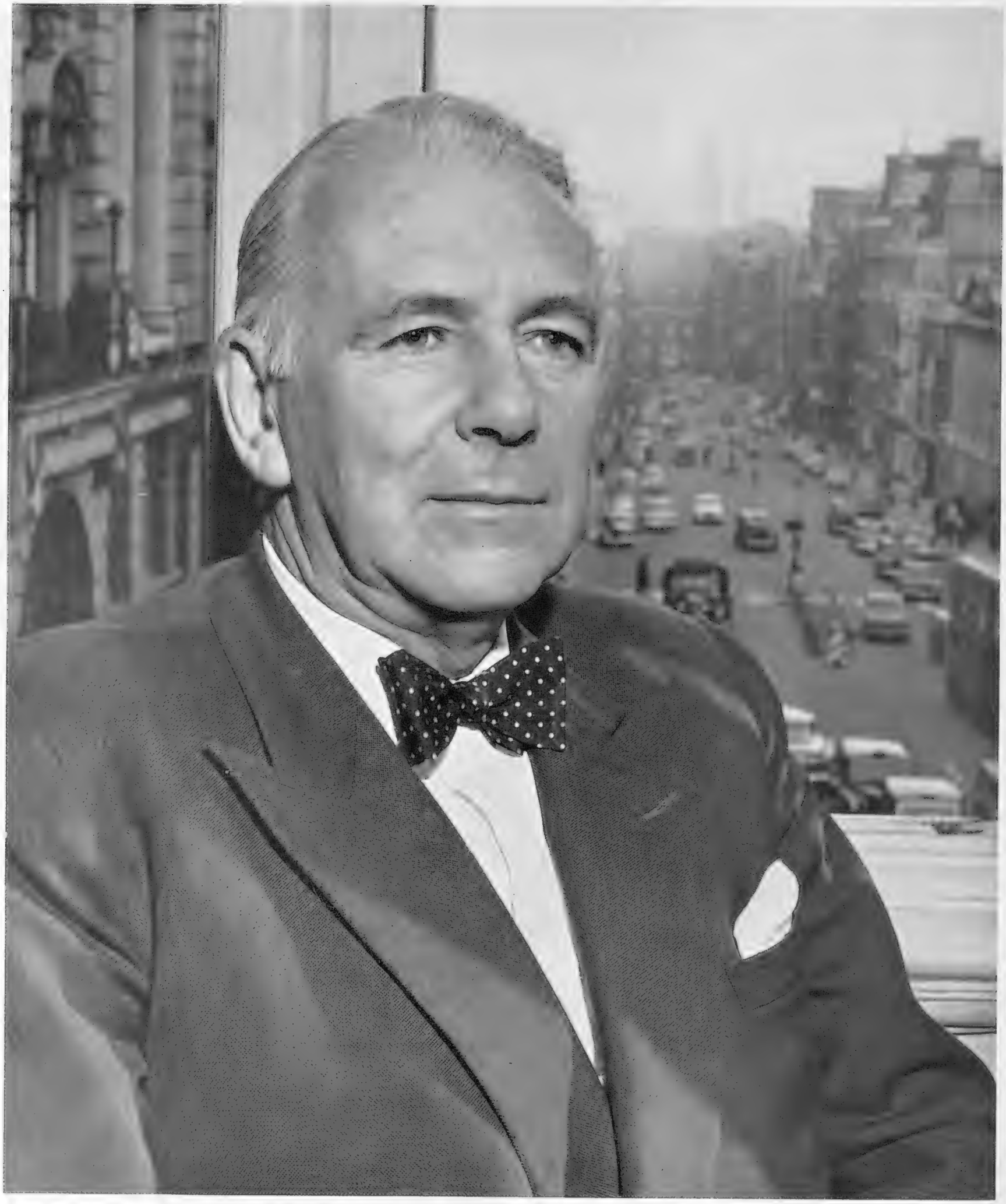
The only true opera that came from the collaboration of Bert Brecht and Kurt Weill is the saga of a universal Babylon of no specific location. For the purposes of producer Michael Geliot and designer Ralph Koltai it is London, and, against a basic set of three white panels (for Brechtian slides) and an adaptable three-ton lorry, the indictment of a society where the main crime is not to have money is performed with harsh efficiency and dramatic vigour.

Photographs by Reg Wilson





Jake (Alberto Remedios) overeats and dies in a steak house. **Right:** Trinity Moses kills Alaska Wolf Joe (Leon Greene)



LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

J. L. S. Steel

Mr. Lincoln Steel is in his office in London as Chairman of Triplex Holdings Ltd., to which post he succeeded Sir Graham Cunningham in 1961. As Chairman he is head of the Triplex Group of Companies with its wide interests in safety glass and engineering. Joseph Lincoln Spedding Steel was born in 1900 and educated at Christ's Hospital and St. John's College, Oxford (where he was an Open Scholar). He joined the Triplex Holdings Board in 1960, having previously been a member of the Board of ICI from 1945 to 1960. His career before that with ICI had been successively Director, Managing Director and Chairman of the Alkali Division. Since the Second World War Mr. Steel has occupied a number of leading positions in industry—he has been Chairman of the British National Committee of the International Chamber of Commerce and Chairman of the Overseas Committee of the Federation of British Industries for over ten years. He was leader of the industrial mission sent by the Colonial Office to British Guiana, Trinidad, Jamaica and Barbados in 1952 to report on industrial development, and a member of the British Delegation to the International Industrial Conferences at San Francisco in 1957 and 1961. Other appointments include—Vice-President of the Federation of British Industries; member of the Consultative Committee for Industry, Board of Trade; member of the Royal Institute of International Affairs; Vice-President of the European League for Economic Co-operation (British Section) and member of the Central Council; and U.K. representative, EFTA Consultative Committee. Married, Mr. Steel lives at Chesham Bois, Bucks, and was appointed a J.P. for Bucks in 1960. His recreations include gardening, walking and sailing

HOME TRUTHS ABOUT POWER CUTS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

One inherent but generally unnoticed oddity about electricity and gas, which has been underlined during the last few freezing weeks, is the fact that we ordinarily buy them without asking the supplier who sells them to us. Like water, they are services that we normally expect to have on tap (or switch). Economically, this has some peculiar effects upon the way that these manufactured fuels are supplied to us; and psychologically, it has some perhaps peculiar effects upon the way that we demand them.

A small proportion of the men employed by power stations in Britain, during these weeks, have been generating more irritation in other people's minds than electricity to warm those other people's homes. As extremists in a union who dislike the arbitration over its wages demands that the Electricity Council has suggested—because they believe that arbitration, since the Government began getting at arbitrators, is not to be trusted—these power station workers have been "working to rule," causing a good deal of voltage reduction at times of peak demand for power and some minor cuts in power supplies. And these supply difficulties have come at a time when a few other significant breakdowns have occurred in the overloaded distribution system of the British electricity system.

Public reaction to this wages dispute has been particularly violent but somewhat muddled. Electricity unions have been upbraided for not advancing their demands at times such as the summer, when demand for power is relatively slack. One cannot help feeling that such complaints have often come from businessmen who in their own circle would expatiate upon the vast tactical importance of timing in any bargaining exercise. Would *they* pick the off-season for trying to get a better price for whatever they sell? Electricity employers, too, have been cautioned, on the one hand, as irresponsible spenders of public money liable to give away too much and set off the next round of the wages spiral; and upbraided, on the other, for failing to perform their public duty of keeping Britain supplied with all the power that it cares to buy whenever it wishes. Neither piece of advice, in itself, is unreasonable. But can both be followed at once?

We have, I think, perhaps unavoidably, a quite different attitude towards services that we buy on tap from our attitude to anything that we buy in the ordinary way, by asking for what we want, seeing if the supplier has it, paying the price and getting it. Not even a coal shortage —or, say, the inability of our coal merchant to get his lorries through the snow to deliver to our coal cellars—irritates us quite as much as failure to get power or gas when we flick a switch or turn a tap. (Water failure, perhaps because it happens more often and is more obviously a failure, in most cases, of plumbing systems on our own premises, we take rather more phlegmatically as something that occasionally happens to everybody.)

When a switch does not put on the light, or more particularly when the light goes off even though the switch is on, our irritation is far greater than if a shop is out of stock of something equally essential. We expect, and pay for, an unlimited supply of electricity at our own arbitrary discretion. When power is cut, it is at somebody else's arbitrary discretion. We do not ask whether we can have some electricity, and we are not told when the supplier decides we can't. This is a virtually contractual purchase, on credit, without a face-to-face transaction; and one relies on it more.

It is not contractual in the absolute sense, in that one cannot ordinarily sue the electricity board for failing to supply power. This situation of the electricity industry slightly differs from that of the gas industry. A good deal of publicity has been given in recent weeks to appeals for restraint in the use of gas as well as electricity, with statements that local gas boards may have to go in for "rationing." Here, again, the word means something rather different from what it would with any other commodity. The gas industry is even less able to sell or not sell at its own discretion than the electricity system.

"Gas rationing" does not mean that the gasworks will let customers have so much gas and no more; it means that it will reduce the pressure at which it keeps the gas in our mains, and hence the rate at which we can take gas from it on demand. This room for manoeuvre, again, is limited: every gas board has a statutory duty to supply gas at more than a legal minimum pressure, and its power to "ration" depends on how much extra pressure it is accustomed to give us. If it gives less than this minimum, it can be prosecuted, not merely sued. This is a matter of public safety; below a minimum pressure gas might not maintain a flame on all the burners around the country that may be turned on and one gets the danger of leaks. Most electrical devices are already designed to "fail safe" if the current stops; most devices using gas are not.

This latest labour trouble in the electricity industry, brought to a head during an extremely cold "snap," as the fuel industries call it, has intensified the pressure that winter peak demands always put on these industries. So far there has been no significant failure in coal supplies, though deliveries of coal and of oil by road have been cut off by snow in some outlying areas. The coal industry, involuntarily, has been carrying much larger stocks in recent years (they went up again last year). But these pithead and opencast stocks are farther back down the line from the consumer than the "distributed stocks" in merchants' and users' hands, and the over-abundance of coal during the last few years has accustomed some consumers to living with smaller margins of coal in their own stocks than they thought necessary some years ago. Even so, the steady run of winter coal supply seems to have been adequate; and the oil industry, which similarly has to build up stocks for the autumn and bring in seasonally larger transport resources, has been meeting its own growing slice of fuel demand comfortably enough.

Both electricity and gas have to produce what they sell almost entirely at the times customers choose to buy it; storage is impracticable for electricity and beyond a certain point uneconomic for gas. Electricity has sharper daily peaks of demand to deal with than gas, which until recently had to worry mainly about one single weekly peak, cooking the Sunday dinner; but the gas industry's own success with industrial sales and in selling central heating, much of it time-switched on in the early morning and again in the evening, must gradually introduce more peaky demand into its weekday supplies than it used to have to deal with. Gasholders can take some care of that, though they are expensive and not easy to find room for in crowded urban areas. Gas storage underground, with which the industry is experimenting, would come in very useful, especially when natural gas ships begin to bring in part of our supplies of gas in very large intermittent dollops.

The gas industry ordinarily produces part of our peak demands at the time in special plant for the purpose, and the electricity industry is just beginning to do the same. Gasworks generally use watergas plants, burning some of the coke they get from ordinary gasmaking, and enriching this with oil, though plants that make gas from naphtha can be used for peak as well as for base load demands. The electricity industry has traditionally generated its peak power from old and semi-obsolete sets used for only a few hours a year. But it is now bringing in on quite a large scale what one local electricity board pioneered a few years ago; relatively small power plants developed from aircraft turbines, which can be brought in to give additional packets of power. It is also, more generally than it did, offering us electricity cheaper if we take it at off-peak hours; but so far it has not made any difference between that and the price of electricity at peak times big enough to deter many of us.

An operator squares up an assembled sideboard in a hydraulic clamp at Nathan's factory at Edmonton. A survey of the Furniture Industry in Britain starts overleaf

Mr. D. D. Mitchell

FURNITURE AND ITS MAKERS

by ***D. D. Mitchell,*** *Director,*
British Furniture Manufacturers' Federated Associations

Furniture making is at the same time one of the oldest crafts and one of the most modern industries with an annual turnover of more than £120,000,000. In Great Britain the industry now comprises rather more than 1,750 firms employing about 100,000 workers. Some 60 per cent. of production is concentrated in London and the South Eastern counties and the High Wycombe area with other important, but lesser, concentrations in and around Manchester, Merseyside and North East Lancashire; Leeds and Bradford; Birmingham, Nottingham; Bristol, the South West of England and South Wales; Tyne- and Wear-side; and in Scotland, mainly around Glasgow. In numbers, small firms predominate, 80 per cent. of the firms in the industry each employing fewer than 100 workers, but the remaining 20 per cent. account for over 60 per cent. of total production.

The larger firms mostly produce furniture of all types. The medium and smaller units, on the other hand, usually specialise in one type of furniture, such as bedroom or dining-room suites, upholstered chairs or three-piece suites, dining chairs, kitchen furniture, or furniture for offices, schools or hotels, or specialised work for hospitals, institutions, shops, banks or public buildings. This form of specialisation enables the smaller manufacturers to reach a high degree of efficiency and mechanisation on similar lines to that of the larger units in respect of their wider variety of output.

Behind the streamlined, mechanised methods of this modern industry lies a long history of craftsmanship. Furniture developed from the tables, benches and chests made in the Middle Ages of solid wood with simple joints secured by wedges or pegs, through the elaboration of carving and turning, french polishing and upholstering, the design revolution of Chippendale, Hepplewhite and Sheraton, to the introduction of machinery. First came machines for sawing and planing, then boring and jointing. Automatic turning lathes and shapers appeared and sanding machines followed. High-speed developments of these, based on the original craft process, and others more complex, applying the results of scientific advances, are now the common tools of the industry and today scientific methods enable timber to be seasoned to a pre-determined degree of moisture content in a few weeks instead of at least two or three years of open-air drying.

Modern adhesives have also helped in the introduction of new materials and extensive use is now made of particle and laminated boards in the construction of cabinet furniture for the mass market. For many years finishing processes were limited to the use of french polish, wax or oil, but to these well-established methods technical research has added nitro-cellulose lacquers and acid-catalysed finishes, melamines, polyurethanes and polyesters.

Carefully-selected timber, processed in steam retorts, is bent seven pieces at a time under precise control and at a pressure of hundreds of pounds per square inch, at the factory of Ercol Furniture Ltd. of High Wycombe, Bucks

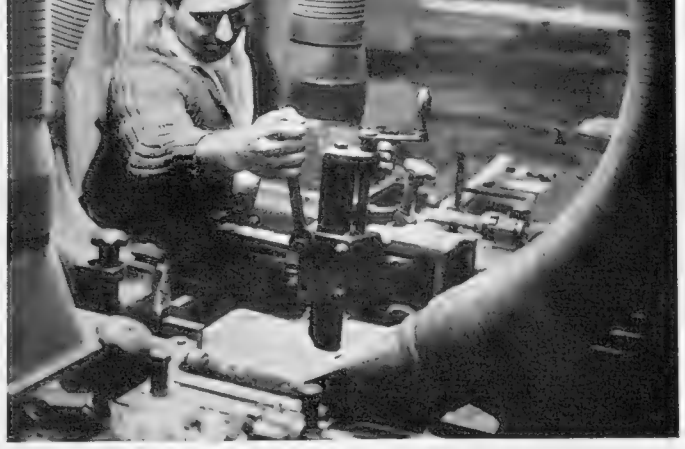
Timber is loaded into piles before going to the kiln at the factory in Tottenham of Harris Lebus Ltd. **Right:** In the drawing office at the Nathan factory at Edmonton, Middlesex, a section of a new piece of furniture is inspected

In upholstery wide use is now made of loose cushions, often with covers easily removed for cleaning, with latex or plastic foam interiors on a base of tension springing or rubber webbing.

With the gradual lifting of controls on materials, manufacture and supply, which had been in force during the war and immediate post-war years, production reached a first peak in 1954 by which time a large pent-up demand for new furniture had been mostly satisfied. The industry then looked forward to rising sales in an expanding economy to provide for a higher rate of house building and urban renewal and the replacement of old furniture by a public becoming increasingly design and fashion conscious.

Unfortunately, these hopes were dashed almost at once by the serious setback in the country's economic circumstances which led to the credit squeeze introduced early in 1955 and lasting with spasmodic variations in severity until late 1958. Further progress was achieved in 1959, but in the spring of 1960 credit

Inside the veneer preparation shop at Harris Lebus—in the foreground the edges of the thin sheets of veneer are being cut on a guillotine



small section of the machined parts store at the Ercol factory. Huge stocks have to be kept to ensure a constant flow. **Right:** Setting up a Wadkin x Cutter to cut on all sides of straight materials, at the Nathan factory. **Below:** A Rye Shaper machine in the machine shop at Parker-Knoll Ltd.

estrictions were re-imposed and in particular ire-purchase controls to the effects of which he trade is especially susceptible. These, com-ined with stagnation in other sectors of the economy, depressed the market and 1962 must indeed be looked on as one of the blackest years in the history of many manufacturers both large and small when, added to other economic factors, the industry had to contend with what amounted to tax and credit discrimination against it in successive Government measures.

In the April Budget purchase tax on furniture was increased while that on other goods was reduced. In June hire-purchase restrictions on the products of competing industries, notably radio and television and electrical goods, were relaxed while those on furniture remained as before, and at the end of the year these same industries benefited from a reduction in purchase tax. Instead of the normally expected up-turn in business the last four months of the year were marked by a drastic reduction in the rate of incoming orders

(Continued on page 148)

In the chair-making shop of the High Wycombe works of Frank Hudson & Son, craftsmen are making the joints by hand for reproduction Hepplewhite chairs

Shaping the seats for Windsor chairs at the Erc facto blanks are transformed automatically two at a ime in

FURNITURE AND ITS MAKERS (*Continued from pages 146-147*)

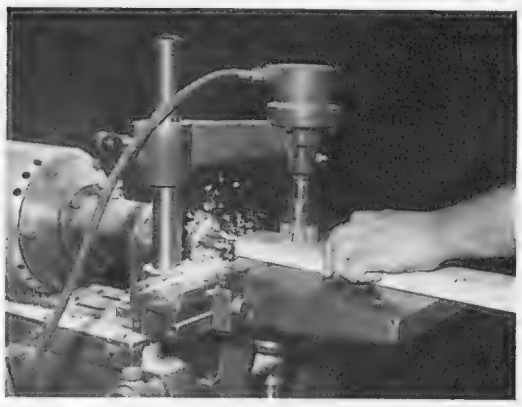
from retailers and many factories working increasingly below their optimum capacity with consequent lowering of targets, short-time, and redundancies.

This situation has inevitably taken its toll both in terms of unemployment and financial results and the coming months will be a critical period for many firms. But for those still relatively unaffected by these conditions, because of special circumstances, and those others which can weather the present storm, future prospects should be brighter.

In the first place productivity and efficiency have reached a high level and the industry confidently expects some long-overdue special assistance in the form of credit relaxation before the effects of other fiscal, financial and expansionist measures, announced with the aim of ending the stagnation of the country's economy, can work, with the inevitable time-lag, to its advantage.

Another silver lining to the cloud is the industry's increased export activity. In 1961 exports of wooden furniture increased by over 30 per cent. above those of the previous year, including a rise of 62 per cent. to the countries of the EEC. A similar rate of expansion continued in 1962 to provide the prospect that by the end of 1963, unless continued restriction of the home market reduces competitive efficiency, the industry will have doubled its exports over a period of three years. For British manufacturers, therefore, although the potential of international trade in furniture is not great in absolute terms, much depends on the outcome of the present Common Market negotiations.

The industry is serviced by several organisations, the relative scope and responsibilities of which are reasonably well-defined. Minimum terms and conditions of employment are



Above, upper: Drilling in the machine shop of the Parker-Knoll factory. **Above, lower:** Chair seats made from Dutch salt-water rushes at Mines & West. **Below:** Spraying wardrobes at the Lebus factory

Craftsmen attach springs to the backs and seats of wing armchairs at the Parker-Knoll factory

flow of solid wooden
well-known shape

Male and female operatives engaged in various tasks in the general upholstery shop of the factory of Mines & West Ltd. at High Wycombe

settled and disputes adjudicated by a Joint Industrial Council of which the constituent bodies are a Federation of Trade Unions, of which the most important is the National Union of Furniture Trade Operatives, representing the workers, and an Employers' Confederation of the principal organisations of furniture manufacturers, the British Furniture Manufacturers' Federated Associations, together with those of bedding manufacturers and retail furnishers. Safety, too, is within the scope of the J.I.C. and (through local learnership committees) apprenticeship and education, this last activity being also the chief concern of the Furniture Makers' Guild of the City of London.

Since 1949 the Furniture Development Council, a statutory body set up under the Industrial Organisation and Development Act, 1947, with an equal representation of manufacturers and trade unionists together with a smaller number of independent and retail members, has been occupied with research and allied activities such as product and comparative costing, method study, marketing, the preparation of statistical and economic surveys and the organisation of courses and study tours. Much time was spent in its early years on the development of performance tests which became the basis of Standards of durability and fitness for purpose for various categories of furniture issued through the British Standards Institution.

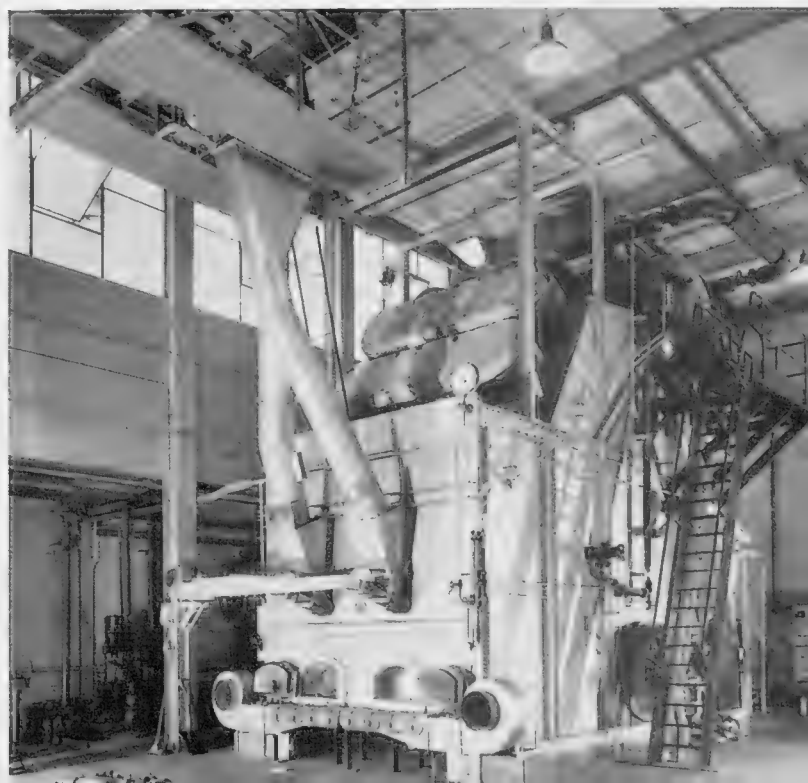
The Furniture Industry Research Association, financed through the F.D.C. compulsory levy on firms producing wooden domestic furniture with additional voluntary contributions from industry and grants from the Department of Scientific and Industrial Research, has recently been established to undertake the research functions of the F.D.C. with which it shares accommodation and staff. A start is shortly to be made on building new research laboratories.

Manufacturers are represented nationally by the British Furniture Manufacturers' Federated Associations, a federation of 11 regional and two sectional associations covering the whole of Great Britain. Among its numerous activities on behalf of the industry, the B.F.M. provides manufacturers through their regional associations with legal, technical and other advice and information on all matters connected with their trading operations, including a labour relations and export information service; negotiates with Government Departments, other trade organisations and outside bodies on all matters concerning the industry and with the Unions on labour matters; and promotes through its own company, B.F.M. Exhibitions Ltd., one annual Show in London in the spring and a trade exhibition in Manchester in the autumn.

It is to the opening by the Lord Mayor of London on January 29 of the 1963 Furniture Show at Earls Court, the Public Section of which is presented by the *Daily Mirror*, that all eyes in the industry are now turned, for this acts both as the annual showcase of leading manufacturers and sets the trading pattern for the year ahead on which so much now depends.

Polishing a Gothic Windsor armchair, with a "rubber" (a wad of cotton wool covered with calico and soaked in polish) at the factory of J. Clarke at High Wycombe

Latest addition to the Ercol factory is an automatically controlled boiler, with a steam raising capacity of 12,000 lb. per hour



INDUSTRY AND THE STOCK MARKET

HEATERS' HOPES

By "THE SPHERE" CITY CORRESPONDENT

Britain's recent spell of unprecedented cold weather, accompanied by cuts in electric power and high demand for gas, appears to have diverted some consumer attention to the benefits of heating by solid fuel and oil. The benefits from this switch in demand seem to have gone to three sets of companies. First are those distributing oil fuel and engaged in the installation of oil-fired central heating. Second are the makers of solid fuel (coal, anthracite) appliances, while the third are the relatively small group of producers of paraffin-heating appliances.

Measured in financial terms, the first group, who instal and service oil-fired heating, have been the most successful. Charrington, Gardner, Locket, established in the eighteenth century as coal merchants, have concluded a long-term agreement with the Mobil Oil Co. for the sale and distribution over a wide area of Britain. For shareholders this link appears to have helped towards larger profits and dividends. From less than £150,000 five years ago, earnings improved to more than £320,000 in 1961-62, while over the same period shareholders' dividends have been raised by nearly one half from 9 per cent. to 13 per cent.

One of the largest groups in oil and coal distribution is Wm. Cory and Son, whose assets approach £40,000,000. Cory have a particularly wide spread of interests in shipowning and distribution, sharing control of one company, John Kelly, with the Powell Duffryn group and having board links with a leading shipping group and one of the City's best-known merchant banks. Profits and dividends have shown sizeable year-to-year fluctuations, but the recent trend has been upward. Earnings have risen by about £100,000 to rather more than £1,000,000.

The second group of heater makers who have benefited from recent public demand, the producers of solid fuel appliances, have suffered hard from changes in government credit policy over recent years. Part of their problem is the importance of demand for new construction work, especially government building where new moves have been especially rapid. These fluctuations emerge in the profit and dividend records of two of the largest producers, namely Radiation and Allied Ironfounders. Shareholders in Radiation (whose interests range from Ascot heaters to New World and Parnall cookers) saw profits treble to nearly £1,500,000 in 1959 and then fall sharply to the 1961 level of £360,000. The City expects that 1962 figures, which are due early in April, will show a sizable improvement, especially after the chairman's optimism last year. Dividends have moved less sharply than profits. After raising shareholders' payment from 6 per cent. to 10 per cent. for 1959, and adding a 2 per cent. bonus, Radiation directors omitted the bonus in the two difficult years that followed.

Allied Ironfounders, whose products range from Aga heating to Leisure kitchen equipment, show a similar profit and dividend trend, though profit fluctuations have been rather less marked than Radiation's. Earnings of Allied Ironfounders, after doubling to £1,240,000 in 1959-60 fell by more than £200,000 the following year and dropped to £860,000 in 1961-62. Shareholders' dividends, after being raised from 12½ per cent. to 20 per cent., were cut back to 15 per cent., but the City is hoping that Mr. G. S. Steven and his co-directors will make good some of the reduction for 1962-63. Announcing an unchanged interim dividend last November, they reported that pre-tax profits had improved by £300,000 during the first half of the group's financial year.

For the third group of beneficiaries, the makers of paraffin heaters, any increase in demand would be doubly welcome after recent years' problems. About three years ago widespread publicity to fires caused by drip-feed paraffin heaters brought a dramatic collapse in the sales of all types of oil heaters. The Valor Co., which is linked with the Esso oil group, reported a profit setback from £220,000 to only £13,000 in 1960 with a £60,000 loss shown for 1961. Shareholders' dividend rate was cut successively from 20 per cent. to 15 per cent. and then to 7½ per cent. Against this, Sir Leonard Sinclair, the chairman, expressed the hope for a return to profitable trading for 1962, partly reflecting the group's new interests in domestic appliances.

Results from Rippingilles (like Valor based on Birmingham) also show a severe setback over recent years. During 1960 profits dropped from £150,000 to less than £40,000 and losses were made in both of the subsequent years. Shareholders have had to face a striking cut in income: their 45 per cent. dividend for 1959 was cut to only 10 per cent. the following year, and no ordinary dividend at all has been paid since then. Speaking during 1962 the chairman expressed the hope that the financial year now ending would see the end of the setback which has affected the entire industry.

For most investors, the attractive way of buying a stake in consumer heating in oil and solid fuel lies in the 5s. ordinaries of Charrington, Gardner, Locket. These shares, which have benefited from a steady rise in dividends over recent years, are now quoted around 18s. to yield rather less than 4 per cent. Both Radiation and Allied Ironfounders, like William Cory, have suffered in City standing from their recent dividend cuts. Investors to whom income is important could consider Cory, whose shares now offer close to 6 per cent., while both Allied Ironfounders and Radiation yield around 5 per cent. on their latest dividends.

GOOD LIVING *by Ganymede*

The reigning monarch of all Sauternes, Château d'Yquem, is to continue the production of the "dry" version of its nectar which was introduced two years ago under the label of "Y." I have recently had occasion to taste the 1960 "Y," the latest to be bottled and liked it at least as much as its predecessor, which was the first one to be made. I understand that none was made in 1961, for the vintage was not a big one, but that there is plenty of the 1960 available.

One may wonder why the owner of such a unique vineyard should have decided to produce a dry wine. The reputation of Yquem is quite exceptional, and the price it commands is equal to that of the most expensive first growth claret. This is all the more remarkable when one considers how much greater must be the demand for clarets than sweet Sauternes among the so-called connoisseurs. Be that as it may, it must have been found that the growing public for fine wines is developing a taste for the drier white wines, and to satisfy this demand, "Y" has been produced.

There is nothing new in the making of this wine, according to its makers, it simply means a return to a previous practice, not all that old, which had been abandoned in 1860. This was the year in which the "pourriture noble," caused by the fungus *Botrytis Cinerea* made its triumphant entry on the scene of vinification in Sauternes.

Before that time, the grapes at Château d'Yquem and in Sauternes generally were harvested in a simple state of over-ripeness, without any reduction in their volume. The wine made was semi-dry, not as heavy in alcohol (or sugar for that matter) as the present day Yquem. All the same, before 1860 the wine of Yquem was famous already, for in 1855, when the Bordeaux classification was made, it was placed at the top of the list of the great growths of Sauternes.

It was by pure chance that the effect of the pourriture noble was discovered in 1860, and it was made use of without full understanding during the next 20 years, until in 1880 the chemists identified the fungus. This benefactor, helped by the heat and humidity of the climate, attacks the skin of the grapes, then their flesh, and shrinks them to a third of

A four-wheeled drive B.M.C. Moke, which has an 848-c.c. Mini engine at front and rear

A Ferrari fitted with an Italian "Snap" exhaust gas accelerator

their volume. The grapes become like raisins, with an exceptional richness of sugar, still retaining the concentrated essence of the fruit under their shrivelled, dark red skins.

Wine made from these grapes produces the incomparable richness in alcohol, " liqueur " (sugar), and the magnificent flavour and bouquet. The quantity of the fruit and its juice are reduced to one third of the original volume, and the wine becomes that delicious concentrated essence we know. No wonder the finished product is expensive. Another feature of Yquem wine-making is that the wine is never bottled before it has been kept in cask for at least three years. The most recent vintage to become available is the 1959. The price of this has reached an all-time peak. It will cost at least 50s. a bottle from a wine merchant.

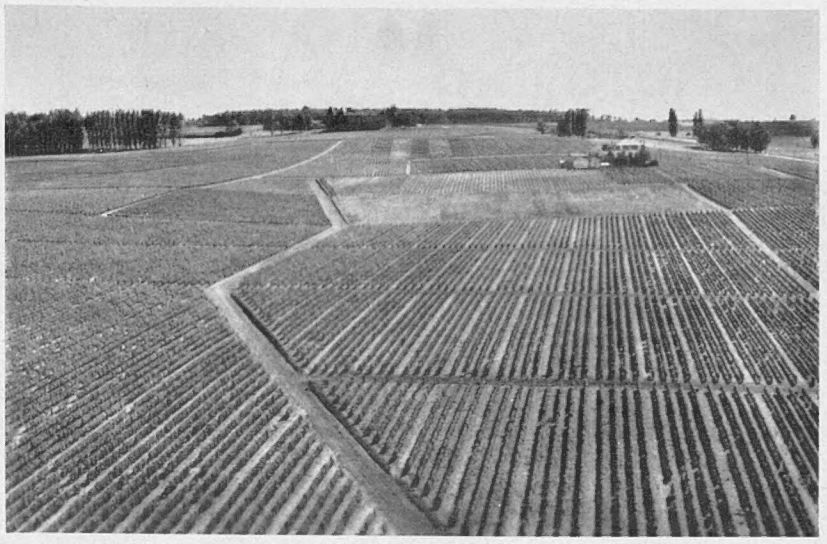
Only a proportion of the grapes is made into the dry " Y " wine. The grapes are presumably picked fully ripe, but before the *Botrytis Cinerea* has made its appearance. The wine made of these grapes has less alcohol, and much less sugar, but still has a great deal of the rich flavour and bouquet of the grapes and the soil of Yquem. Naturally, this is a less expensive wine. The 1960 will be found at wine merchants at 23s.-24s. a bottle. It is a very interesting wine, well worth trying.

I was interested to learn the story of Bacardi from the London agents of this hundred year old type of rum. I gather that the same family are still making it to the original secret formula devised by Don Facundo Bacardi. He thought of creating a different sort of rum, a more " civilised " drink, with lighter body and greater smoothness. The process of making it is still a secret, but today Bacardi is known to connoisseurs of rum and found in all good bars and restaurants all over the world.

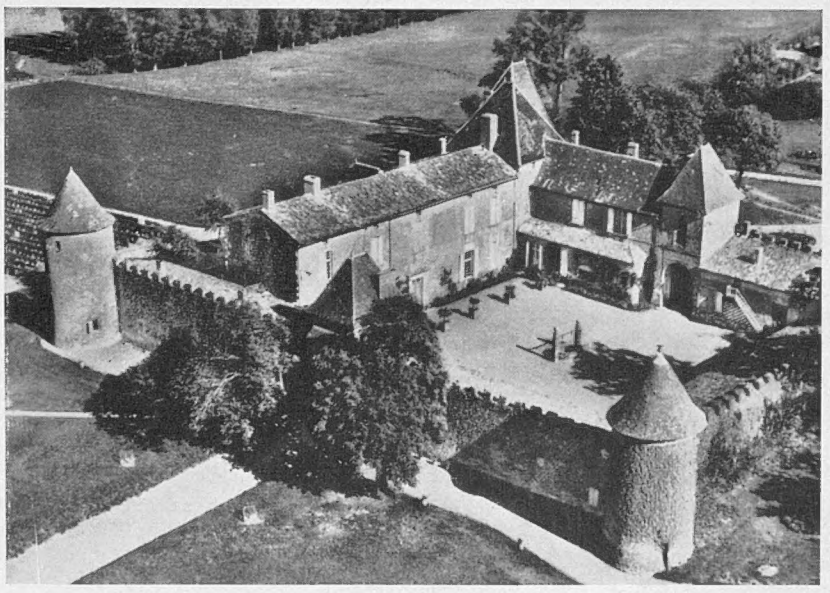
There is a legend attached to the House of Bacardi. In front of the small building in Santiago da Cuba, where the business was first established in 1862, stood a tall coconut palm. It was said that the company would prosper as long as the palm-tree survived. The old palm died in 1960. This was the year in which all the properties of the Bacardi family in Cuba were confiscated by the Castro regime.

In spite of the legend, however, the business has survived as, some years before, distilleries were established in Puerto Rico, Mexico and Brazil. As it happens, my latest bottle of Bacardi came from Mexico. A friend of mine who has visited the distillery there, tells me that the establishment is a faithful replica of the distillery he knew in Cuba, and he could easily have imagined being at the original place.

There is only one snag with the present set-up. Hedges and Butler, who have held the agency for Britain since 1924, tell me that they have difficulty in satisfying the demand. The amount of dollars available for the purpose is controlled by the Board of Trade in the form of import licences. Not enough of these are granted to satisfy the demand.



Vineyards of the Château d'Yquem in Gironde. **Below :** The Château

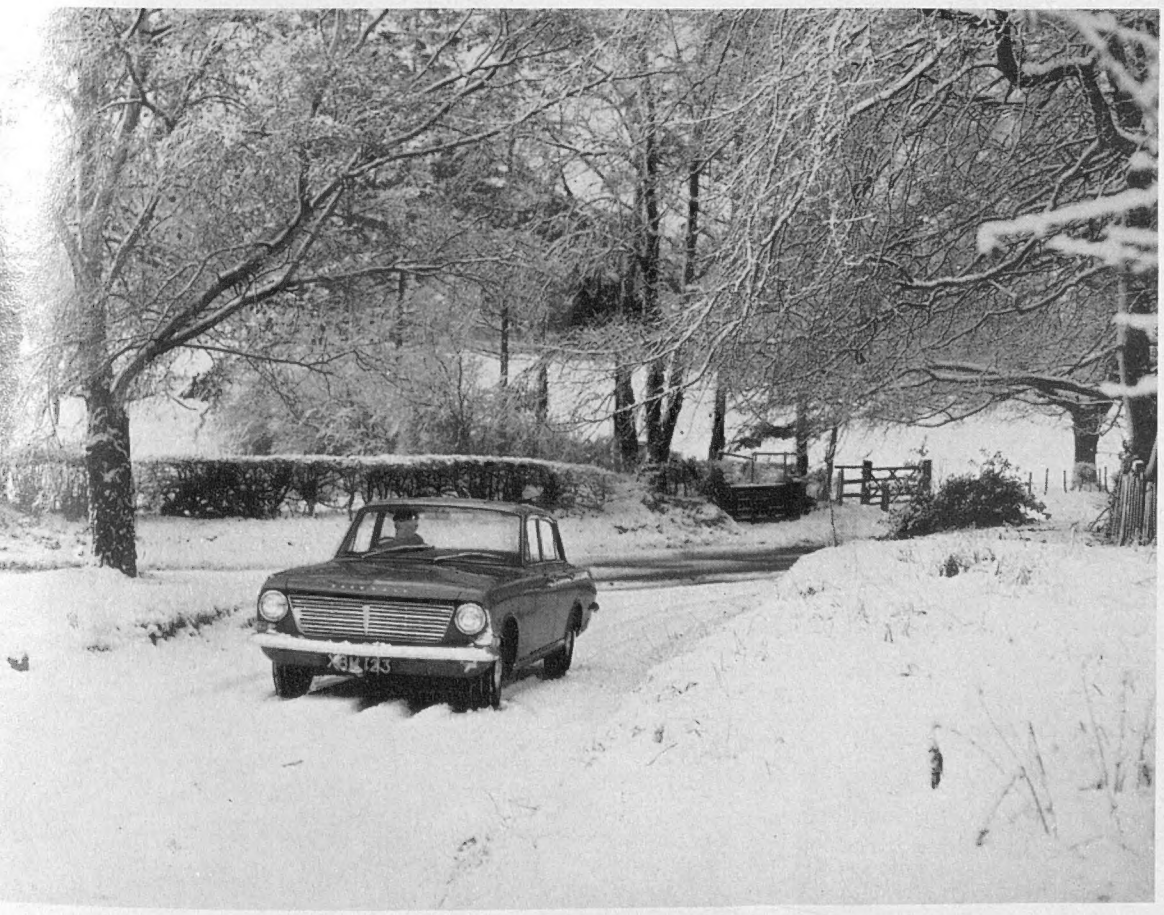


MOTORING

DEVELOPING CAR FERRIES

The Cortina Sports Special; the Mini-Moke; and a report on the Hyde Park underground garage

By **COURTENAY EDWARDS**



A Vauxhall Velox, one of the 12 in every 100 motors selected by Vauxhall's for testing quality level

Fourteen different car ferry routes will be served this year by British United Air Ferries, who now own both Silver City and Channel Air Bridge and who have celebrated the merger by carrying record traffic in the 12 months which ended on November 30, 1962. The number of cars carried was 137,730—an increase of 10 per cent. Operating from three British bases—Southend, Lydd (Ferryfield) and Bournemouth (Hurn)—B.U.A.F. made 66,880 Channel crossings and carried a total of 563,713 passengers.

The organisation, whose general manager is Mr. Douglas Whybrow, opened a new head office and booking centre last month at Portland House, Victoria, one of London's newest and most prominent landmarks. The four-engined Carvairs and the trusty Super Bristols have been repainted in the British United colours of dark blue, gold and white.

Highlight of the year's activities was the start of long-range Carvair services to Basle and Geneva (April) and Strasbourg (June). Mr. Whybrow tells me that in the first eight months of operation the traffic on these " deep penetration " services exceeded survey forecasts by 25 per cent. They carried 3,931 cars, 165 motorcycles and 10,611 passengers.

" Britain's first vehicle air ferry, started by Silver City in 1948 from Lympne to Le Touquet, did not carry 4,000 cars until the third year of operation " commented Mr. Whybrow. " Both Silver City's cross-Channel pioneering and the new long-range services were treated with the same brand of scepticism; but today, 15 years

(*Continued overleaf*)

MOTORING

(Continued)

after the first air ferry started, one can confidently predict that 15 years hence the number of cars flying the longer routes will probably approach the number that flew on the short routes in 1962."

Fords of Dagenham have announced their fastest-ever model: the Cortina Sports Special, a pepped-up, *gran turismo* version of the 1½-litre Cortina saloon with a top speed of close on 115 m.p.h. It is powered by an engine of 1,558 c.c. with a five-bearing crankshaft which is basically the 1½-litre unit used in the recently announced Cortina Super but it has been considerably modified by Colin Chapman (of Lotus fame) and Harry Mundy with the help of two well-known tuning experts: Keith Duckworth and Mike Costin.

It is similar to the unit evolved for the Lotus Elan sports car announced at the last Motor Show and has twin overhead camshafts. It uses two twin-choke Weber carburettors and develops 105 b.h.p. at 5,500 r.p.m.

Mr. Chapman tells me he intends to enter the Cortina Sports Special in major saloon car races in Britain this year and at a number of important Continental meetings. His drivers will include Jim Clark—runner-up to Graham Hill in the 1962 world Grand Prix championship—Trevor Taylor and Peter Arundell. This exciting new Ford, which accelerates to 100 m.p.h. from zero in about half a minute, looks like the ordinary Cortina saloon but has been lightened by using aluminium for the outer panels of the doors, body and bonnet. It is distinguished from other Cortina models by green flashes along the sides of a white body and by a green and yellow Lotus crest. There are bucket seats heavily padded for lateral support, a wood-rimmed steering wheel, 9½-in. Girling disc brakes at the front and an 8-in. diaphragm clutch.

At the rear, leaf springs have been replaced by coils and heavy-duty shock absorbers are part of a general stiffening-up of the suspension to give a roll-free ride. Without doubt a very interesting car and one that I am looking forward to trying out.

The new Cortina Sports Special developed jointly by Lotus and Ford

It was good fun driving the B.M.C. Mini-Moke. With two 848-c.c. transversely mounted engines, each driving a pair of wheels, the latest Moke charged through snow 18 ins. deep without faltering. I must admit that its progress was aided by a kind of snow plough attached to the front of the Moke, which also succeeded in making me look much like a snowman.

This twin-engined Moke, latest creation of Alec Issigonis, is purely experimental at the moment and I was invited to go to Birmingham to try it because Mr. George Harriman, B.M.C. chairman, thought the thick layer of snow which blanketed his Longbridge factory was too good an opportunity to miss.

If this unorthodox little cross-country vehicle arouses sufficient interest Mr. Harriman is prepared to put it into production for agricultural purposes. As an agricultural implement it would not rank for purchase tax and would retail for about £475.

Each engine has its own gearbox (located in the sump, as in all Minis) and there is a separate control lever for each. But one clutch and accelerator pedal does for both. The Moke would have been of great value to hundreds of farmers in the recent snow. They could load 6 cwt. of hay on special platforms at the back and front of the Moke and drive it across snow-covered fields to marooned livestock.

The 1,000-car underground garage in Hyde Park, run by Normand Ltd. for the Westminster City Council, has been open for just over three months and Normand report that business is improving all the time. When I last checked, just before the first three months had been completed, I was told the park had been used by 37,300 cars, that on the peak day so far 1,040 cars used the garage and that the greatest number of cars in the garage at any one time was just over 500.

Normand's big handicap has been the severe restrictions on the kind of signs they have been able to display advertising the existence of the garage. There was an immediate improvement in business when they were allowed to put up, for an experimental period of six weeks, two big signs—one in East Carriage Drive, the other in North Carriage Drive—bearing the words (white on blue): " Parking for 1,000 Cars." The new books of vouchers containing seven tickets for either day or night parking (£2 5s. and £1 10s. respectively) are proving very popular. I am not surprised, for it works out at about 6s. 6d. between 8 a.m. and 7 p.m. and about 4s. 6d. between 7 p.m. and 9 p.m. I understand the underground garage is becoming popular among motorists who have to catch a train at Paddington, which is reached after only a short taxi ride or fifteen minutes' fairly brisk walking.

I have always been a little suspicious of the contraptions you are invited to fix to the end of your exhaust pipe to help the gases on their way, improve engine " breathing," step-up performance and cut fuel costs. It seems too good to be true. I am convinced, however, that the Italian " Snap " exhaust gas accelerator now on sale in Britain has something to offer.

It does not depend on the forward motion of the car. It is a cylindrical device containing angled fins which " twist " the gases and make them swirl in such a way that a powerful suction effect is created. By this means a high-speed air stream is drawn into the exhaust pipe and it speeds up the gas flow in a most beneficial way.

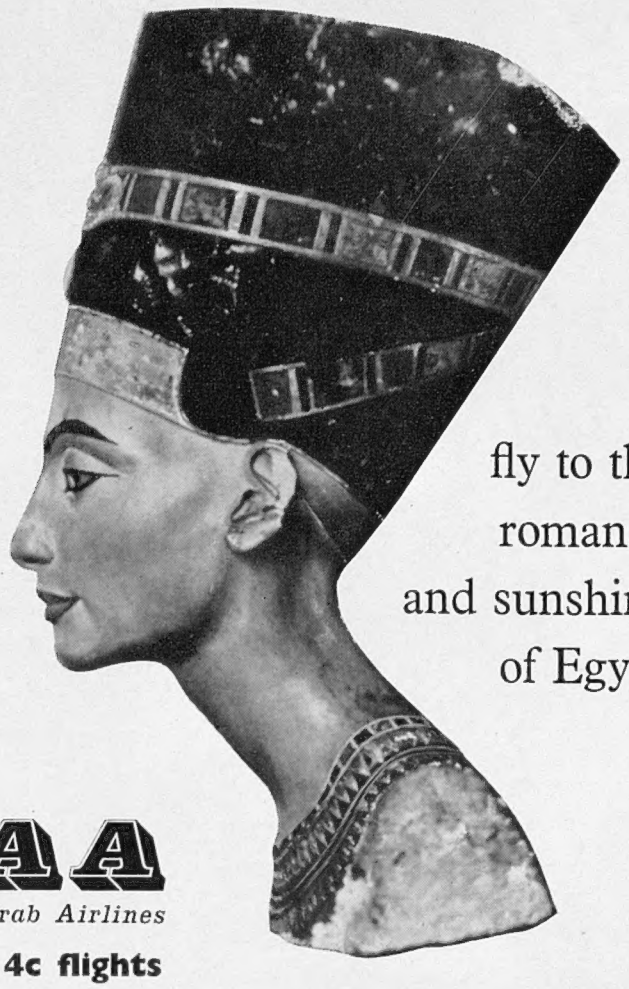
Enzo Ferrari has given the device his blessing —and what's good enough for a Ferrari is good enough for my Morris 1100 ! Les Leston of High Holborn, W.C.1, is the London distributor.

Briefly. . . . A *gran turismo* Lola with a Ford V-8 engine of 4,262 c.c. mounted at the back and a top speed of 180 m.p.h. is a feature of the Racing Car Show which opened at Olympia on Friday and continues until February 2. . . . Laycock-de Normanville overdrive, operating on the two top gears, is now available for the MGB sports car at £60 8s. including tax. . . . The guarantee period on new Fiats delivered by Fiat (England) Ltd. has been extended from six to 12 months or 10,000 miles. Both the 1300 and 1500 Fiats are now being fitted with an anti-theft steering lock at no extra cost . . . Miss Denise McCann, chairman of the British School of Motoring, was entertained to dinner by the committee of the Guild of Motoring Writers on the occasion of the presentation by her to the Guild of a handsome cabinet in which the Guild's trophies will be permanently displayed at the R.A.C. . . .

The car ferry terminal at Dover handled a record number of 440,061 tourist cars last year. The figure compares with 372,612 for 1961, which was also a record.

Ford of Germany's new Taunus 12M " TS " has an improved version of the standard Taunus 12M V-4 engine, giving a top speed of 84 m.p.h.

A new 1-litre car, the D.K.W. F.12, announced by Auto Union of Germany. It is expected on the British market in April this year



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Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13-15, John Adam Street, London, W.C.2, and Printed in England by KELIHER, HUDSON & KEARNS LTD., Hatfields, London, S.E.1.
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